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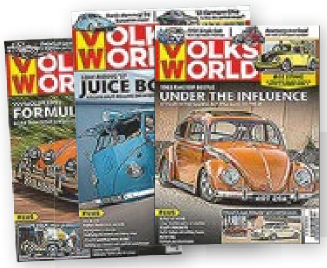

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WELCOME TO THE MAG

Writing the feature on this month's cover car got me thinking about how much commitment it takes to restore a car. The owner of a stalled project myself, I know from personal experience how real life can get in the way of what are, truth be told, hugely expensive boys' (and girls') toys. The best laid plans of mice and men, and all that.

Project cars can gobble up time and money like a black hole if you allow them, but they're usually the first thing to be put to one side, or sold, when houses need to be bought, weddings come along and children make an appearance. Which is why you see so many unfinished projects popping up for sale on t'internet. Such scenarios are sad for the old owner, but can either be great news for the new, or a potential nightmare, depending on the quality of work carried out, and what parts are missing.

I can only imagine how amazing it must be to see your long-loved project car restored for a TV show, but then it must also be a double-edged sword, because no sooner is your car done and looking how you always wished then you have to watch it be sold at auction. Personally, I don't think I could cope with that. I find it hard enough just thinking about some of the cars I've sold over the years. Like any car lover, there are one or two I should never have let go, and they're the ones I always seek out at VW shows. I've mentioned my old '73 before, which I know has been sitting in bits for years, but I've never seen YWC 924 again. I know my old ragtop is out there somewhere, perhaps languishing in a garage waiting for me to rescue it again? I also know that if I ever restored either of them, I couldn't let them go again. ■

James Peene
Group editor

Camper&Bus Show 2015

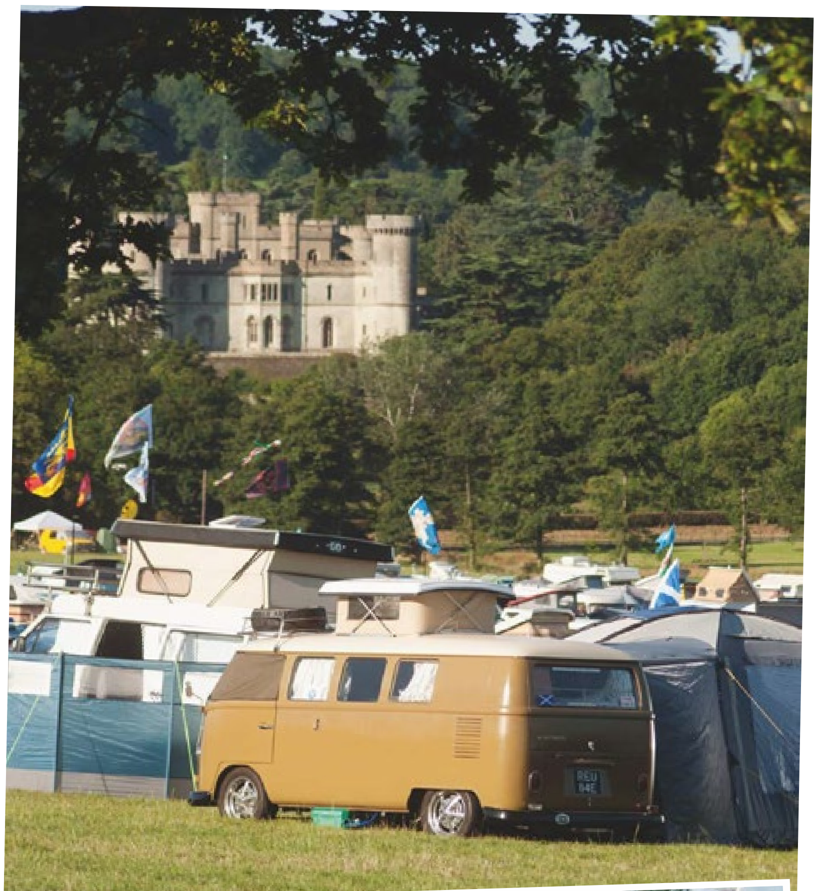
With yet another fantastic issue on the shelves – even if we do say so ourselves – we're one step closer to this year's *Camper&Bus* Show. So, with that in mind, here's hoping you've already snapped up your tickets for our second, bigger and better 2015 show. If you're none the wiser about this brilliant family camping weekend at Eastnor Castle from Friday 7 to Sunday 9 August, then here's a bit of information about it for you

Although it might sound a little odd, we've taken some inspiration from last year's testing Sunday weather conditions. That's right, we've taken to the cooler winds and done away with the strict camping plots, giving you more space and freedom to camp right next to or, if you like, on top of your best buddies. Which, we can't say we advise, but we're happy if it makes you happy.

We haven't forgotten the best bits from last year either. Our show 'n' shine will be returning to bring you a flash of fantastic, and a chance to win one of our coveted *C&B* awards. Expect big and beautiful things here. If you want to show off your Bus but it's not that shiny, then you're welcome too, and we look forward to ogling your rust in 2015's new rust 'n' prime line up. Check out www.vwcamperandbus.com for more information and to find application forms for both categories.

If you've got any VW parts, or VW-related junk cluttering up your garage, why not take the opportunity to have a free swapmeet plot at the show, too? The purchase of one show ticket qualifies you for a free pitch, so you're already winning there. Again, head over to the website for reservations forms.

Advance weekend tickets cost £39, including camping, a saving of £6 per ticket compared to on-the-day prices. Kids under 16 are free, while if you're over 60 and consider yourself a senior citizen, you can come and join in the fun for half the price. To book tickets, go to www.vw.camperandbus.com. We'll see you there!



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See **wwwmachine7.com** for further details.

SOLEX
34PICT-3

Da boss is back

An old friend comes back to visit, and she hasn't aged a bit

Stanford Hall is always a great show. Period. As they say in America. But this year was a bit more special, at least for those of us old enough to remember a certain black Karmann Ghia that appeared, then just as quickly disappeared, in the late 1980s. It wasn't the first Cal Look Ghia built in the UK. It wasn't even the first project Cal Look VW built by the then *Street Machine* staff. Truth be told, it wasn't even the first Cal Look Karmann Ghia to be built as a magazine project car. That honour fell to Andy Kirk on *Hot Car* magazine. But Clive Househam's Ghia was still a car that moved the scene forward, and inspired others to follow, and is remembered fondly by those that saw it – or, as is more likely, those that read about it, for, to the best of my knowledge, the car only ever made a handful of public appearances. Its first was at the 1987 *Street Machine* Motorvation event at Sandown Park, then it was the cover star on the May 1988 issue of *Fruit Machine*, where it was also advertised for sale, and then it was gone. It was bought by Michael Caine from Maidstone and did show its face at a few local 'Detling' shows of old, but never went much further afield, at least not until Michael sold it to his friend, Kani Naim, who took it to the west country [thanks to Stu Betty for his help in tracking down Kani].

> "I just couldn't see the KG's potential"

The reason this car sticks in my memory, and I'm sure not just mine, is that with pretty much with the exception of that perennial trend setter, Richie King, few people were building Cal Look Ghias in the UK in the 1980s. These were specialist cars, expensive to buy, difficult to find parts for and not what your mum drove when you were a nipper. Even though we all knew they were a Beetle underneath, there was a definite worry attached to ownership of the coachbuilt body that sat on top of it.

To quote Clive from the feature on the car in 1988, "Despite being an avid *Hot VWs* reader at the time, I just couldn't see the KG's potential [as a Cal Looker]… This was way back in the summer of 1982, before the days of Karmann Konnection and Karmann Classics, so the best route to take was to join the Karmann Ghia Owners' Club."

But VW clubs in the early '80s in this country were a very different animal to those today. As with *Safer Motoring* magazine that gave them a voice, they were mainly populated by older enthusiasts, primarily concerned with fuel economy, advances in seat belt design and endlessly debating the merits of radial tyres over crossplies. The KGOCGB was the route to buying a Ghia, or finding elusive spare parts for one, but it wasn't where you went for advice on lowering one, or finding out what tyres would fit under the rear arches. That was what Richie King was for.

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Swallowed up

And sure enough, when Clive, then Editor of *Street Machine*, but who would go on to own the title and run his own publishing house that later launched *Ultra VW*, Clive Househam Publications, bought a tired '71 Ghia out of *Expand & Fart* for £750, he soon discovered why people shied away from the exotic people's car. His £2,000 budget was rapidly swallowed up by rust repairs and replacement parts. And this was at a time when bodywork cost a fraction of what it does now and you could still buy Karmann Ghia bits from VW! A new door? Not a problem. That'll be £300 to you sir. Sounds cheap now, but that was a big ouch in 1982. Amazingly, Clive scored a new door from some old chap in Cornwall for just £35, paid a little more for a wrong year engine lid (who cares, it wasn't rusty) and was then in a position to start on the modifications.

Suffice to say, it was all pretty standard fare for a Cal Look VW built in England in the 1980s – de-chrome, mild lowering (though this was considered pretty radical lowering at the time), mild performance engine (a 1641 with dual Kadrons and a soft Engle cam) and a set of replica EMPI Spyder mags from American Eagle, wrapped in the traditional Michelin ZX / XZX rubbers. And a custom interior, complete with Corbeau recliners and a high end Pioneer stereo with obligatory high-vis speakers.

You might consider this car dated now, but what was amazing seeing it again after all these years was that it didn't look dated at all. And it was in incredible condition for a car built in the UK in the mid-'80s. Clearly, Michael and Kani have looked after it well, but also the work done by Calbrook Cars in Surrey was of high quality. Speaking with Kani, it's obvious he has a deep love for the car, and it was nice to hear he is still in regular contact with Michael, too. The car has had a few minor things done to it over the years but, in my opinion, stands up as the best, most original example of the 1980's UK Cal Look phenomenon around. And I for one love it for that. ■

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

The term VW parking only has never been more apt. You'd be buggered if you wanted to leave in that Samba though

Kings open house

When the GFK met up, we were there to join in

Words Richard Rivera **Photos** Laurens Parsons

A Volkswagen open house at Kings Board Shop in Montclair, CA, with the promise of classic VWs, drinks, music and giveaways? It would be rude not to, right?

The owner of the shop is a friend of German Folks Klub member, Mike Navarro, and a prospect for the club. And, as it was the first car show at this location, the German Folks were down for being the main attraction.

Unlike a lot of Californian meets, which start before the sparrows fart in the morning, this one kicked off at a far more gentlemanly 12pm, and wound up sometime around 6pm, with an impressive number of Wolfsburg and Hanover's finest rolling in and out throughout the day.

> “The German Folks were down for being the main attraction”

The weather was glorious and there was plenty of food and music, which all helped generate a relaxed atmosphere in which everyone could just wander around and appreciate the wide variety of cars on display.

There were even some exclusive Kings Board Shop / GFK t-shirts you could buy if you wanted a more lasting souvenir than a full belly and sunburn. Special thanks to Kings Board Shop, and everyone who came along to make the day what it was. We're looking forward to the next open house already. ■

> Immaculately turned out as ever, the GFK line up was the jewel in the crowd

KINGS
STREETWEAR
4889
FB 520

Turkis survivor on its original California black licence plate would go down a storm over here

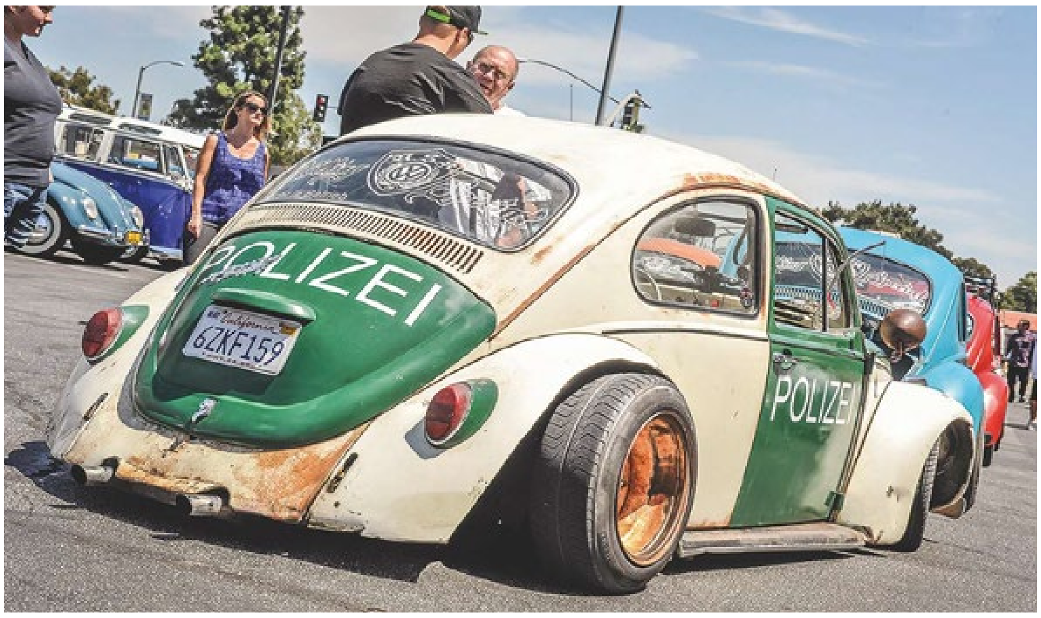
< Skating is not a crime, but watch yourself around all those cars mister

Standing out from the crowd. It's not just stock colours and chrome rims you know, check the OG GFK purple paint ragtop in the middle

Window cars in attendance

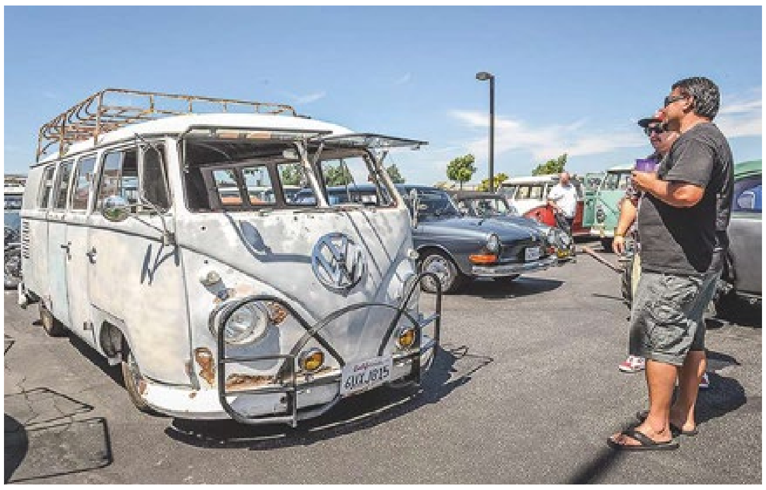
DJ Pudge banged out tune after tune

Fans of Lowlight Ghias were treated to the sight of these two stunners

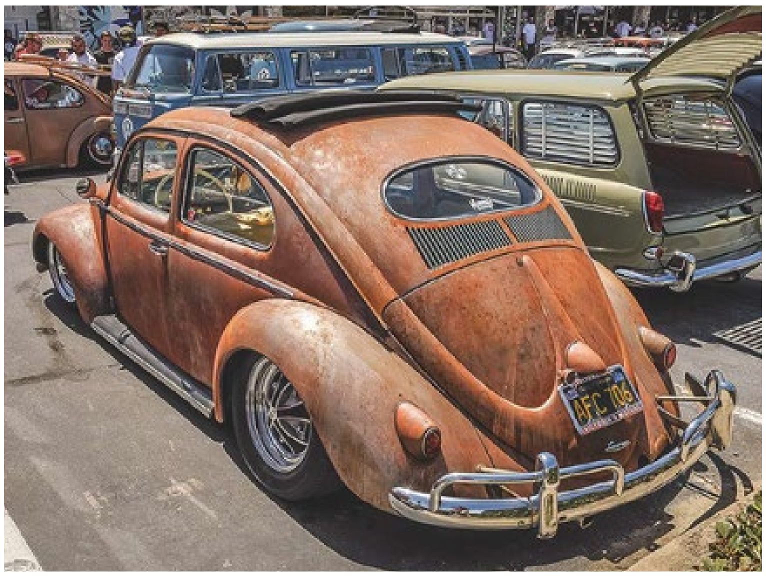


How crazy is this Polizei inspired Bug? That's certainly one way to get some fat rubber 'under' the arches

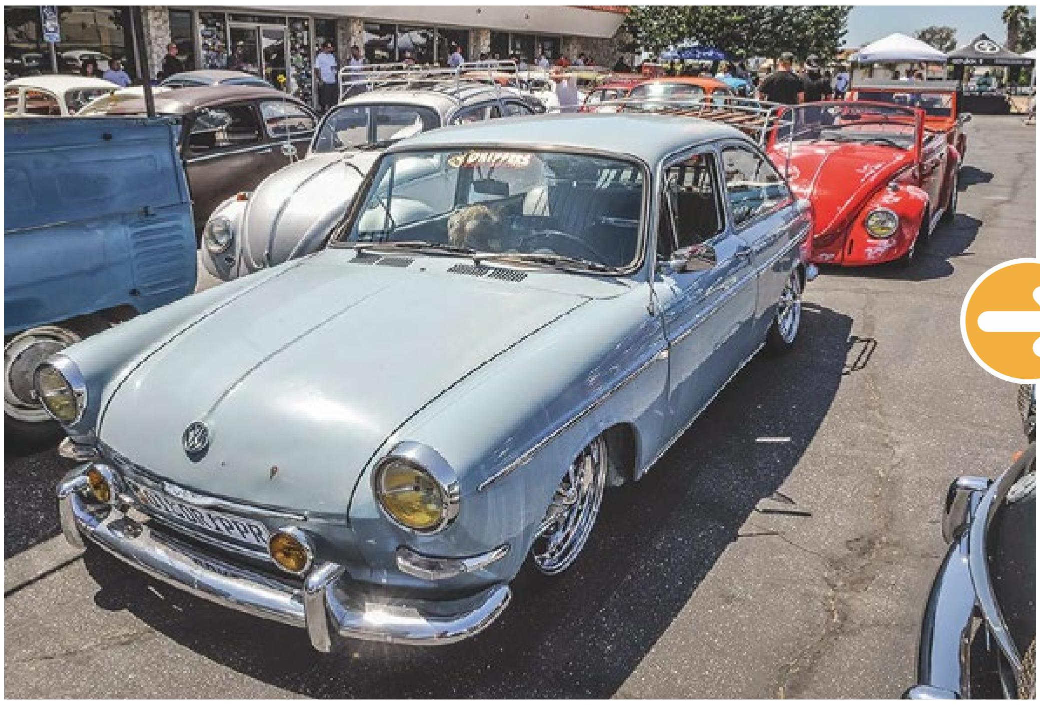
Hurst bumper bar and rusty rack add even more character to this gnarly 11-window



Bare metal Oval wouldn't stand a snowball's chance in Blighty, but might last marginally longer in So Cal



You don't see enough early Fastbacks. Even fewer that are as cool looking as this one



EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

Sweet Harley chop nestled in the Bus park. Perfect weather for enjoying all of these, too

> We're loving the stance and red banded steels on this Bug as much as this guy is into the motor

∨ Red and brown, get it down. There was certainly a lot of interest in this car's window rack

1303 Super, late Cab with a stinger, Volksrod... all types were welcome

∨ Late early model given a look of its own with blacked out chrome and one-off side trim

If you run without a decklid, you need to put your number plate somewhere. This is an old Cali trick

EVENT LIST

Deva Dubs 'n Rods
When: June 12-14
Where: Shrewsbury Showground
Web: www.devadubshow.co.uk

Mighty Dub Fest
When: June 12-14
Where: Alnwick Castle, Northumberland
Web: www.mightydubfest.co.uk

Aircooled 15
When: June 12-14
Where: Stratford Racecourse, Warwickshire
Web: www.aircooledevents.com

Alive & V-Dubbin
When: June 12-14
Where: Jimmy's Farm, Suffolk
Web: www.aliveandvdubbin.co.uk

Bristol Volksfest
When: June 19-21
Where: Washingpool Farm, Bristol
Web: www.bristolvolksfest.co.uk

The Bus Stop Over
When: June 19-21
Where: Newark Showground, Notts
Web: www.busstopover.co.uk

Bad Camberg
When: June 19-21
Where: Bad Camberg, Germany
Web: www.lottermann-veteranen-treffen.de

VW Fest Conwy
When: June 19-21
Where: Conwy, North Wales
Web: www.conwy-vw-festival.co.uk

Lincoln Camper Show
When: June 21 (+ camping nearby on June 20)
Where: Lincoln city centre
Web: www.lincolncamperday.co.uk

Vdub at the Pub
When: June 26-29
Where: Wimborne, Dorset
Web: www.vdubatthepub.com

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VolksWorld is published every 4 weeks 13 times a year Printed by Polestar (Colchester) Newcomen Way, Severall Industrial Estate, Colchester. Distribution by Marketforce UK Ltd, 4th Floor, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Tel: 020 3148 3333. *VolksWorld* is distributed in the United States by EWA, 369 Springfield Avenue, Berkley Heights, NJ 07922. *VolksWorld* (USPS 009-041) is published monthly by Time Inc (UK) in England. Periodicals Postage Paid at Green Brook NJ 08812. US subscriptions cost $69 from EWA, 205 US Highway 22, Green Brook, NJ 08812.
US Subs agent: Mercury International, 365 Blair Road, Avenel, NJ 07001. Periodicals paid at Rahway, NJ. Postmaster: Send address changes to VolksWorld Magazine, 365 Blair Road, Avenel, NJ 07001

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The subject of which oil to use in a performance VW engine could fill a book. We've got seven lines. Here goes. At last, a British-made range of oils specifically developed for use in the VW air-cooled engine. There's a 10w30 mineral oil for stock engines, a 15w40 mineral oil for modified engines and a semi-synthetic 10w40 for high compression stroker motors. All have a high zinc content (between 1200 and 1600ppm) to reduce engine wear and improve lubrication. We've bought some, we'll let you know how we get on with it

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< Digital timing light

From: **www.sealey.co.uk** **Price:** **£101.94**

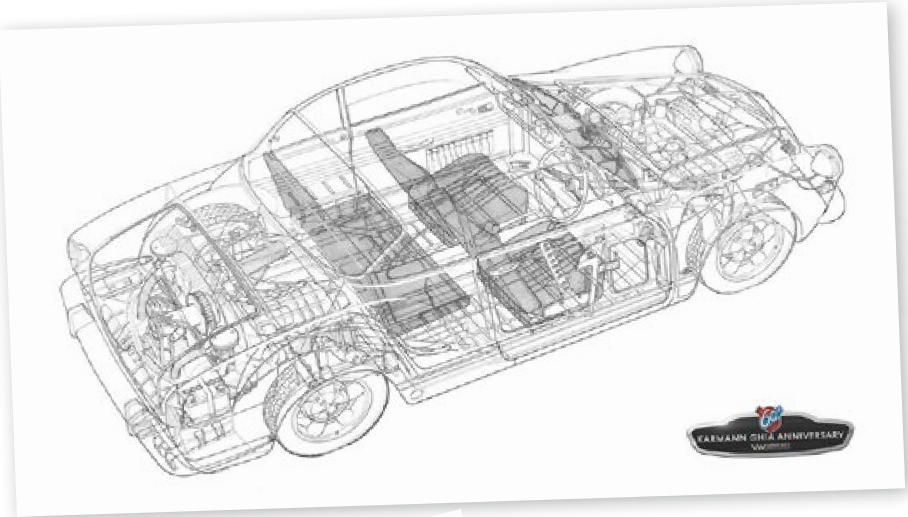
A timing light is a must-have tool box item for anyone who messes around with old VW engines. This digital version from Sealey (model no.TL93) has a couple of cool features. As well as a very useful built in digital rev counter, ideal for adjusting idle speed, it has a voltage reading setting and the ability to check the dwell of the distributor (we won't get into that here!). But, most importantly, it has an adjustable advance setting, which means you can set your distributor to maximum advance easily and without the aid of an aftermarket degreed pulley

∨ Cut-away Ghia

From: **www.vwheritage.com** **Price:** **£60 unframed, £160 framed**

VW Heritage are pleased to offer this very special commemorative illustration, in a short run of just 60 A1 prints, each signed and numbered by the artist, in celebration of the Karmann Ghia's 60th anniversary.

Produced by VW Heritage's in-house technical illustrator, this print has been drawn by hand, building layer upon layer, and would look good as a talking point in your lounge, office or workshop. It's a perfect tribute to one of the most beautiful VWs ever made, and a great piece of art in its own right



< Kleen Freaks

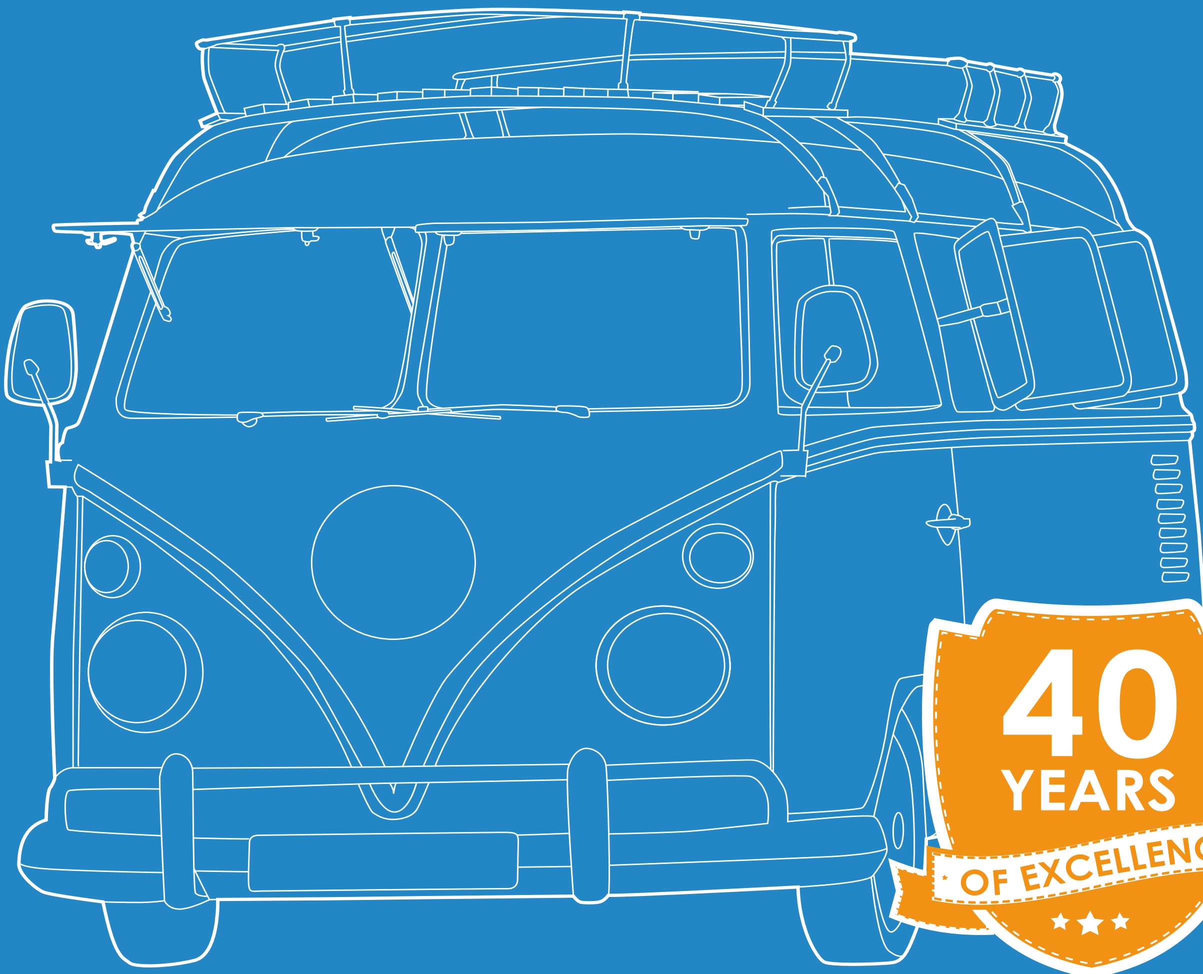
From: **kleenfreaks.bigcartel.com** **Price:** **£80**

£80 might seem like a lot of money to blow on cleaning and detailing products, but with this kit from Kleen Freaks you get everything you could possibly need to keep your VW looking spick and span in a funky looking flight case. Included are 500ml bottles of snow foam, shampoo, quick detailing spray, all-purpose cleaner and wheel cleaner. Smaller 250ml bottles house specially formulated glass cleaner and interior trim cleaner. The generous Freak peeps also throw in a 60ml pot of their fine smelling wax and a couple of large microfibre towels to start you on your buffing mission. All you need supply is elbow grease

^ > Easy brake job

From: **veewee.co.uk** **Price:** **£25.80**

Going through the brakes of a 'barn find', or restoring the floorpan of a project car? Then you'll need a fresh set of brake hard lines. Whilst you could make your own, once you factor in buying a brake pipe flaring tool, the fittings, a roll of pipe and the time it takes, the price of this ready to go brake line kit is a no brainer. Plus it eliminates the worry of whether you have made your flares correctly. Fits all Beetles and Ghias, just needs bending to shape. If you need any other brake components to complete the job, such as the stock-style metal brake hose clips shown (£1.20 a pop) they're all available from VeeWee



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LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

Re-livin' the life

Barry Darcey, Herefordshire

Hi *VolksWorld*, I wonder if you can help. I used to buy your magazine religiously when I was younger and go to every show going, but working abroad, having a family and all the usual stuff conspired to get me out of the scene for a few years – quite a few years in fact. Now, though, I'm back working in the UK and really keen to get another VW and take my kids to some of the 'new wave' VW shows, though I suspect I'm showing my age even calling them that now?

The problem is what to buy? All my early years were spent driving Beetles, and I still love them, but I'm not sure they're really the best thing to transport my kids around in. I never wanted a Camper back then because I was quite happy crashing out in a tent, but everyone is telling me that is what I should buy now. Actually, everyone is telling me I should forget old air-cooled VWs completely and buy a new VW Transporter as they're much more reliable, but I really don't want to do that. Everything also seems to be a lot more expensive now, too! So, do you have any advice for a middle-aged VW fanatic trying to re-live their youth, but involve their own youths in it?

I look forward to hearing what you have to say. Thanks!

Hi Barry, welcome back! Though you don't say when you were attending shows, we suspect by your use of the term 'new wave' that it was in the 1990s. If so, you'll be pleased to know that some of the old shows like Bug Jam and VW Action are still going strong, but there are also a whole raft of more laid back weekend camping events that will be great to take your kids to.

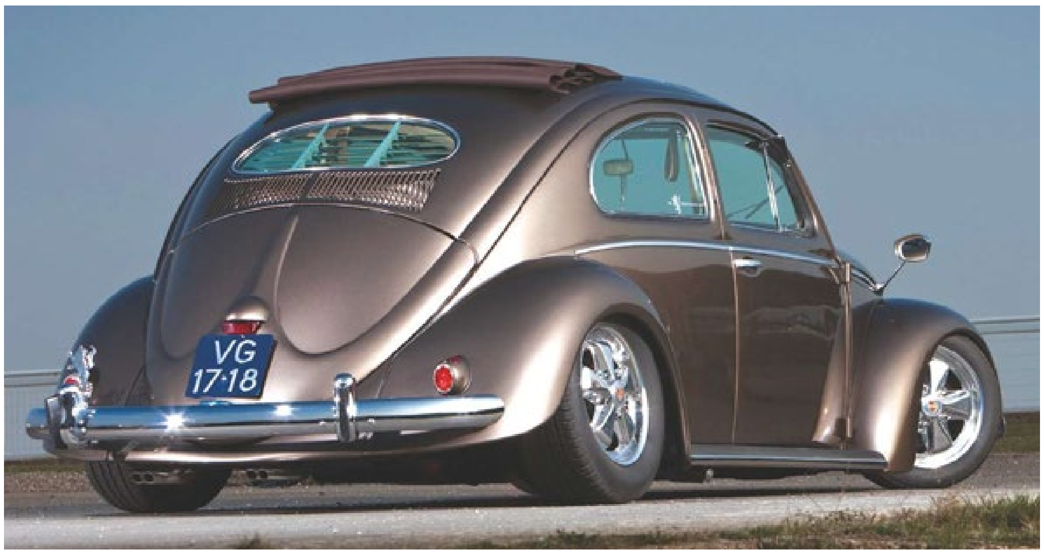
As for what to buy, well, that really is the $64,000 question. Sure, a Bus is the logical choice, but good Splits and Bays now command serious money, which might go some way to explaining the huge rise in popularity of the newer Transporters. If it's a Beetle you're really after, then we think you should follow your heart. Our guess is you probably have a 'sensible' daily driver, so a thoughtfully modified Beetle could be the perfect weekend car. Think mild lowering, CSP disc brake upgrade, good quality shocks, decent radials and a 'built' 2.0-litre engine with twin 40mm carbs, or maybe even fuel injection. We had a '62 Beetle just like this in a recent issue (April '15) and the owner couldn't be more happy with his choices. Whatever you decide, let us know, okay? – ***MP***

Blast from the past

N.Khwanchai, via email

Dear *VolksWorld*, I know it was from a while back, but do you remember the car you had on the cover of your Summer 2011 issue, 'The pursuit of excellence'? I really love the colour. Do you have some way to contact the owner via email, facebook or anything? I would like to get the colour code for my own car that is currently undergoing restoration.

Sorry N, but we never give out contact details for the owners of feature cars, but we can help you in your quest. Sort of. The colour of Richard Krom's Oval, and the colour you are so in love with, is L276 Ultramaroon. Sort of. In truth though, it's not quite Ultramaroon, but a custom mix based on that colour formulation, the exact details of which Richard wished to keep to himself. Having said that, if you have your car painted in Ultramaroon – surely one of the best names for a paint colour ever? – we're sure you'll be very happy with it. Hope this helps. – ***JP***



Wide boy

Ian Edwardson, via email

How do team *VolksWorld*. I've noticed recently a trend for steel wheels that appear to be stock rims but much wider than conventional VW wheels. What's the deal with them? Are they legal and where can I get some? I've heard the term banded steel rattle around quite a lot but I'm none the wiser when it comes to finding a reputable company that can reproduce a set for me. Come on people, shed some light on my conundrum. And what size would you recommend I go for under conventional 1967 Beetle wings? I've never really been a fan of glass fibre wings, so I'm keen to keep it stock, just with much fatter rear wheels.

You've pretty much answered your own question, Ian. Banded steel wheels have a long history, but they've re-surfaced in recent years, particularly amongst the water-cooled VW crowd. Our advice would be to tread carefully though, and avoid any cheap ones you see at swapmeets with obvious weld lines and go for a set made by a firm with a solid reputation for cutting and welding steel wheels back together properly. Of the firms offering this service these days, two we've heard good things about are Alonze Customs (www.alonzecustom.co.uk / tel. 07973 266955) and Banded Wheels Essex (tel. 07973 747403).

In terms of how wide to go, there are several factors to take into account, not least the offset of the wheels themselves, but under stock wings we'd advise not going beyond seven inches, though even this depends how low you plan to go and your choice of tyres. – ***JW***

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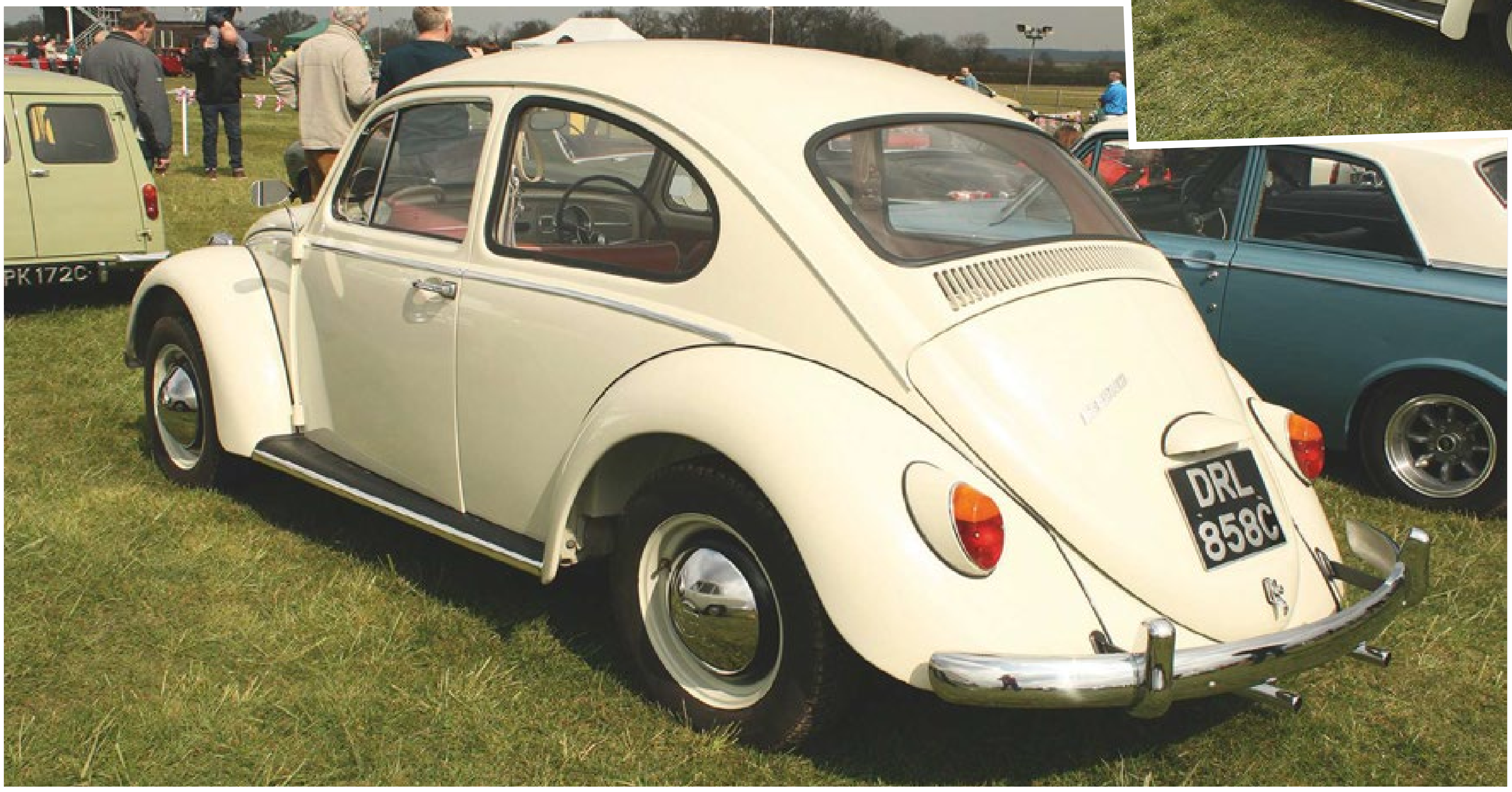
Car of the month

This '65 started life in the perennially popular Sea Blue, but has been changed to period Pearl White



Stock as a rock and all the better for it. The car is seen here in some illustrious company at a local classic car show

Brian Stamp, 1965 1300 Beetle

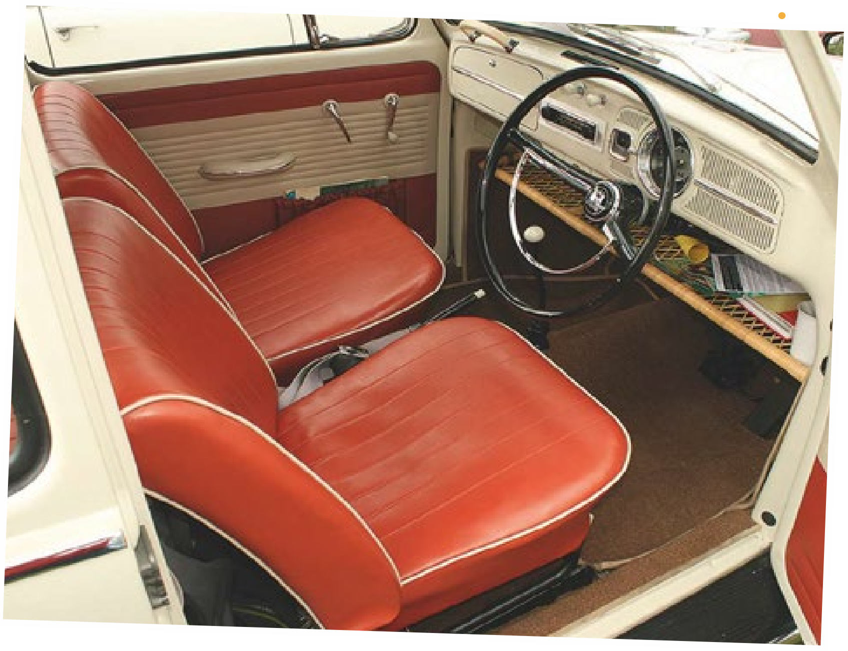
Brian describes his Beetle as, "A complete wreck when he acquired it. There was even a tree growing up through the floorpan! I had to completely rebuild the car using new heater channels and just about everything else," he recalls. "My son, Christopher, was heavily into Beetles, but I hated them. He came across this car in a wood yard in St. Albans in 1998 and asked me if we could rebuild it, to which I replied, 'yeah, okay'. Christopher completed all the necessary welding work, and I tackled the rest of the restoration. Once it was finished, though, Christopher became more interested in girls and consequently forgot about Beetles, so I took over ownership of the car!"

The aforementioned restoration work included fitting new floorpan halves, heater channels and most of the bottom six inches of the car, together with one new wing. Just about the only panel in excellent condition was the roof, though replacing the front 'screen proved problematic as the aperture it sits in was rotten in places and needed repairing first. Brian rebuilt the car's original 1300cc engine and refurbished the braking system, converted it to dual circuit along the way in the interests of safety. The interior has been treated to a complete set of new covers and door cards.

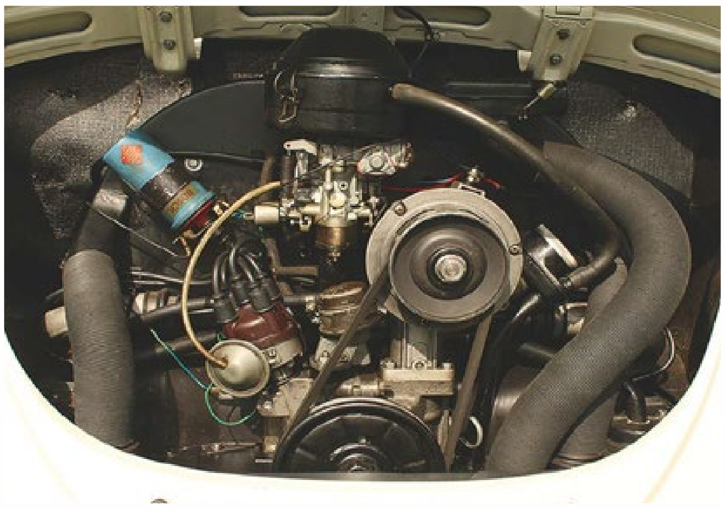
> "Once it was finished, Christopher became more interested in girls and consequently forgot about Beetles"

"Just about the only work my son and I didn't complete was the repaint," says Brian. "However, we did all the body preparation work in a small, 8ft-wide garage, rubbing the panels back to bare metal by hand (because my grandchildren regularly came to visit, I didn't want to have any chemicals in the garage). The car started its life painted in Sea Blue, but this was changed in favour of L87 Pearl White."

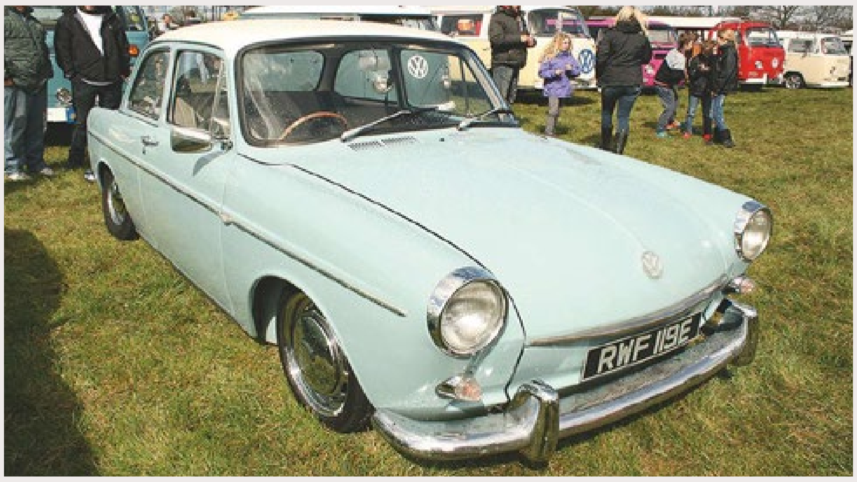
So, after all that, is Brian now a confirmed fan of Beetles? "It's more a case of having to be," he says with a grin. ■



Interior was spruced up with a set of stock-style (but red instead of grey) replacement seat covers, door panels and a new carpet set



Engine is still the original 1300, rebuilt by Brian, though it now benefits from a Bosch blue coil and an alternator conversion

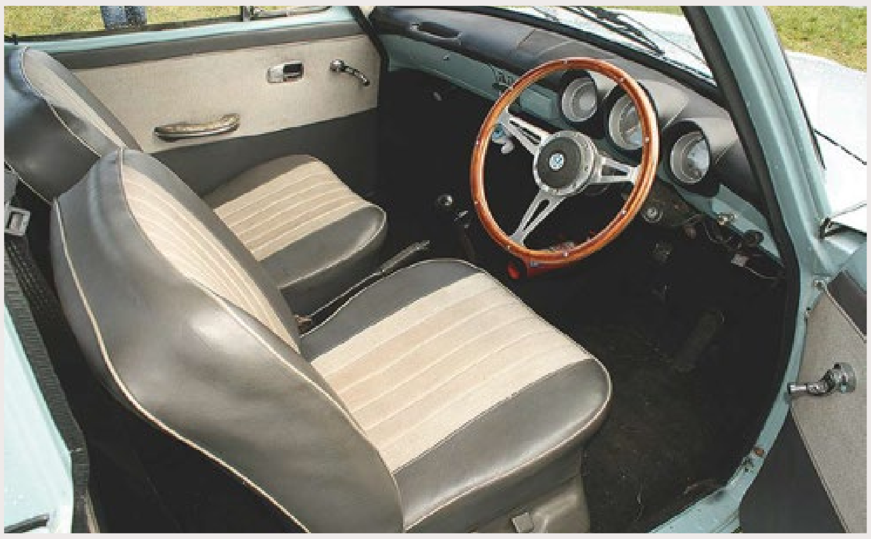


Paul Warbis, 1967 Notchback

Paul owned a 1965 Notchback in 1992, but unfortunately it was stolen in 2008, while off the road undergoing some restorative work. Sadly, it was uninsured, hence it was a total loss, which proved to be hugely dispiriting and he admits he kinda lost interest in VWs after that. But a few years later, when this Australian import '67 Notch came up for sale, it rekindled his interests in VWs once again. The car is believed to have arrived on our shores around 10 years ago, and Paul has just spent the last four completing its restoration.

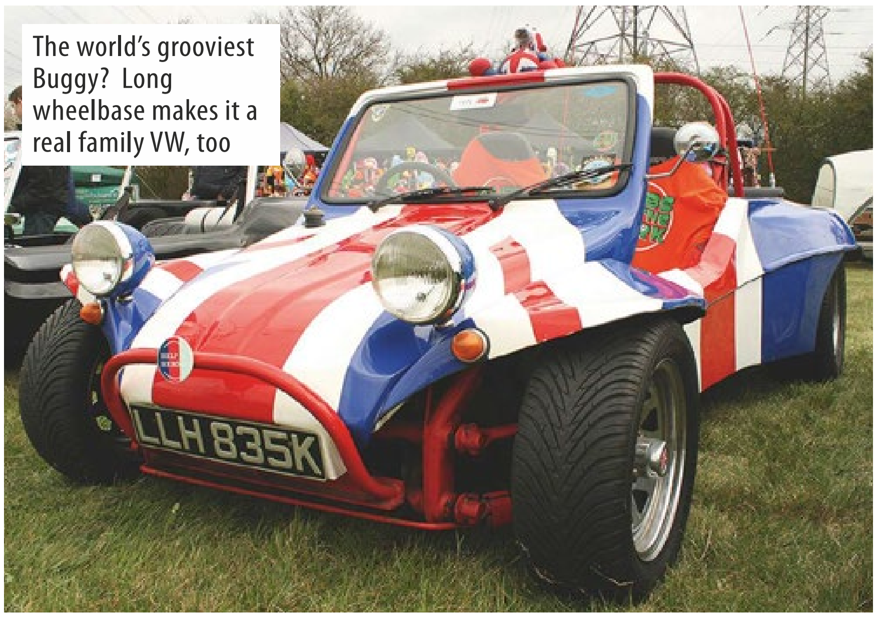
By day Paul is office bound as an estimator for a print company, and the Notchback is his first completed restoration so he's pretty pleased with his handiwork. "A friend of mine taught me to weld and panel beat, to paint, and I restored the car during my spare time at weekends and evenings," he enthused. "Replacement parts for Type 3s are increasingly hard to source, so I was quite lucky not to have to replace any complete panels, and so I fabricated all of my own repair sections. The a- and c-pillars were rotted out, and all repair sections are steel – there's no GRP or large amounts of filler anywhere."

The interior of the car has also undergone a major transformation. "There was a '62 Notchback that had been written off and had been kicking around for years on the internet, and this yielded its interior for my car," explains Paul. "When I acquired the Notchback it had been hand painted in satin black, signwritten and looked fairly nasty. I've re-painted it in Baltic Blue with an Ivory White roof (I was going to repaint the stolen Notchback in these colours and had already purchased the paint). Other replacement parts retrieved from that car include the chrome trim, hubcaps and Moto-Lita steering wheel."



^ A written-off '62 Notch bought through eBay donated its interior to the project

< Engine is stock, bar a bit of cream colour coding on the tinware, and does the job nicely



The world's grooviest Buggy? Long wheelbase makes it a real family VW, too

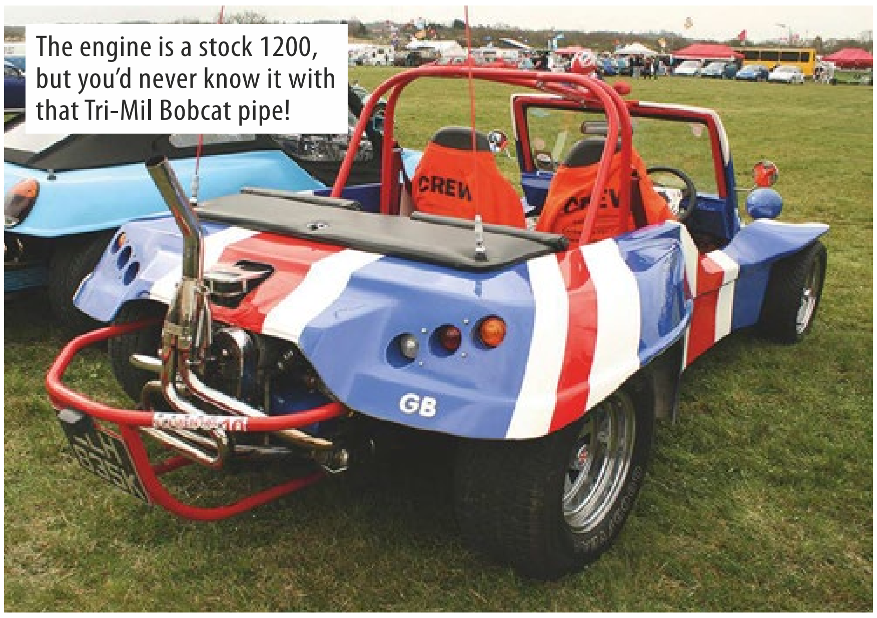
David Higgs,1972 LWB Mk2 GP

David, also known as 'Jack The Bug' on various car forums, has owned his Mk2 GP Buggy for around 12 years now, during which time he's had some tremendous fun driving it to shows. David finds the very patriotic Union Flag paintwork rather amusing, especially on a German car, and the 'Yeah baby' wording shows the obvious influence of Austin Powers''Shaguar' E-Type. The colourful paintwork design is replicated throughout the interior, and even on the underside, with the colour co-ordination continuing down to the face of the speedometer, the wheel centre caps and even the dust caps.

The Buggy is powered by a fairly standard 1285cc Beetle engine, which has proved perfectly adequate for such a light car. It has appeared in the club display area at The *VolksWorld* Show at Sandown Park at least six or seven times now, mainly because it is stored in a garage three minutes drive from the venue. Seats are Recaros in the front and 'basic' in the rear, but when David's kids were young they didn't mind that, and happily sat in the back to go to car shows.

"The Buggy has appeared at the Swanage Carnival on a number of occasions, it has been drag raced down the Santa Pod quarter mile at VW Action, and has attended a great many other VW shows," enthused David. "My wife and I are both members of the London & Thames Valley VW Club and I'm currently club treasurer. Yes, we're quite involved in the VW scene, and also own a couple of Beetles and a Campervan.

"When we attend Beach Buggin' at Southsea Common, the Buggy is usually stuffed full of large Muppets characters, which always creates much amusement. Whenever we go through the Dartford tunnel, the noise emanating from the stinger exhaust is hugely impressive, and I always drop down a gear and hit the accelerator to enhance the effect. It's very noisy indeed!"



The engine is a stock 1200, but you'd never know it with that Tri-Mil Bobcat pipe!

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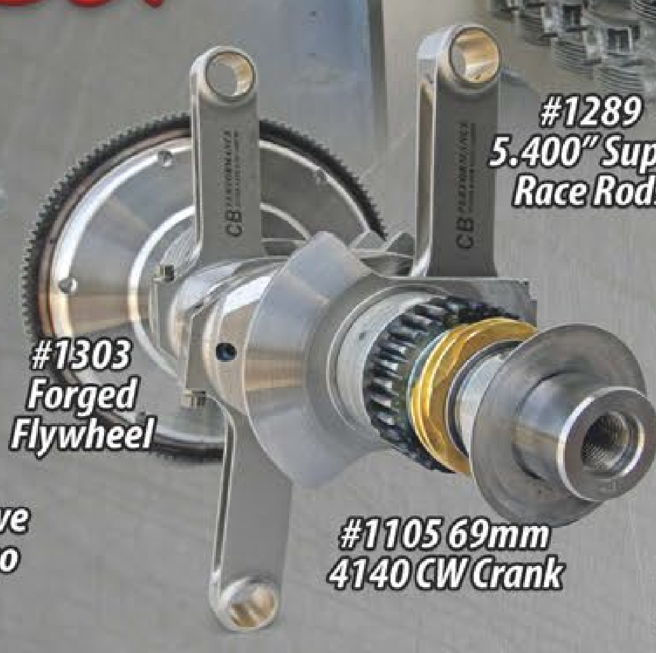
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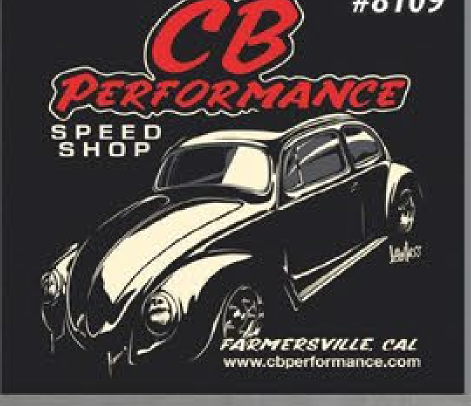
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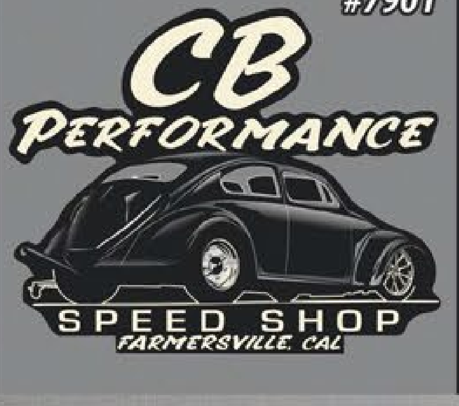
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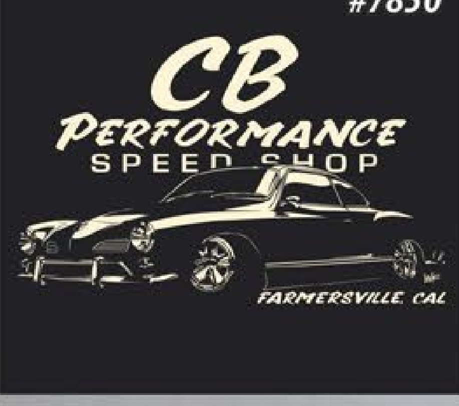
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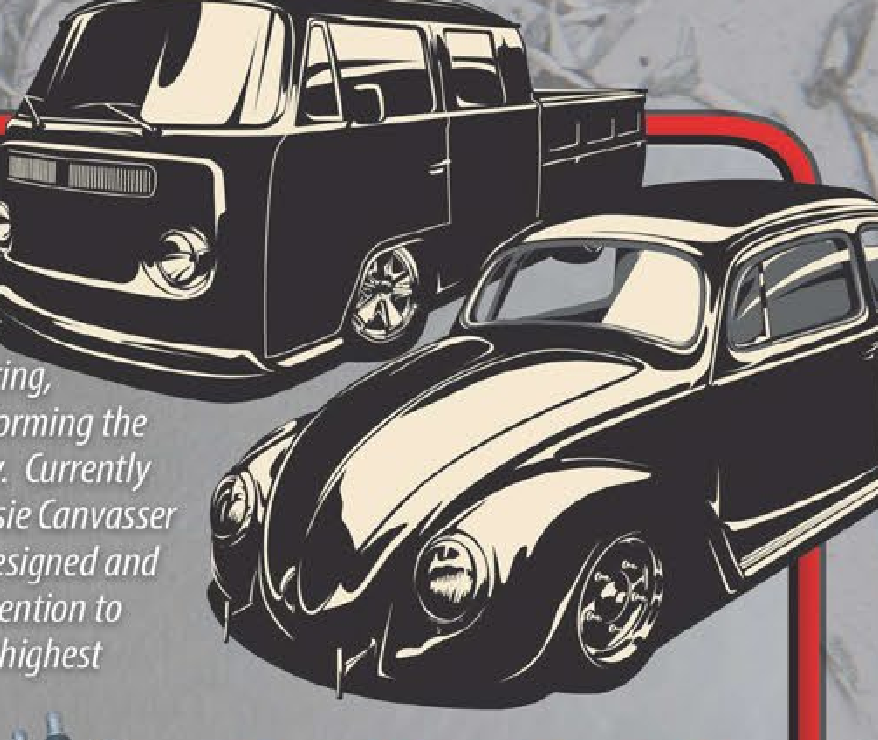

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For the love of cars

Finally, something worth paying your TV licence fee for. Except, of course, it's on Channel 4. Here's the star of the show

Words James Peene **Photos** Dan Pullen

As a kid I always loathed Sundays. Church (yep, had to do that), Sunday dinner (sorry mum, but yuck) and that sinking feeling whenever I heard the theme tune to *The Antiques Roadshow* as it meant Monday morning and school was only a few hours away, and I still hadn't done my flipping homework.

It's pretty much the same now I'm all grown up. I still hate Sundays, although I no longer have to swallow church, or my mum's boiled veg, but at least my televisual viewing has improved no end. For the petrolheads out there, the TV schedule now boasts a little oasis of car-based infotainment in an otherwise drab and empty programmng wasteland. Obviously, I'm not talking about *Top Gear*, that was dead to me long before Jeremy got all batey about his dinner. No, I'm talking about *For the Love of Cars*. I'm sure it's a show that needs no introduction. I mean, what else is there on a Sunday evening? But in case anyone out there is unfamiliar with it, it's a TV show on Channel 4 that's based around classic cars. Each week, Ant Anstead and Philip Glennister focus on a particular car – or, new for season two, a particular type of car. Philip details the car's history, development and cultural impact, whilst pretending to be bored by the whole turgid affair, while Ant restores the car. To date, they've covered some pretty iconic machinery, and so for series two, it will come as no surpise to see they've got round to covering a Beetle. As Philip would probably say himself, "It's about bloody time."

In the family way

We caught up with Ant to find out what the deal was. "In series one, we covered a single car per episode. For series two, we wanted to broaden our horizons and cover a 'family' of cars per episode, so we could cover more cars and pack the show with cool information and cooler cars. For one episode, we covered air-cooled cars, and what better reference point than the VW Beetle? After all, who doesnt know what a Beetle is?

"We set about sourcing a car that stood out, and had a deserving owner. This car was a rarer semaphore model Beetle [a

>

VOLKS WORLD
TYPE II Detectives
JVA 211N
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Shine on you crazy diamond. Crowning glory, literally, is that red headlining…

…which has been carried through to the seats and door panels in matching vinyl

Lap belts have been added for a modicum of safety, something the '58 didn't have when Paul owned it

RHD '58 to be precise - Ed] with modifications that were personal to the owner. And he was giving up his ownership to provide for his family – a scenario I was all too familiar with. We had to step in!

"Paul, the owner, was a young VW fan with a recent new baby. He'd owned the car for around seven years, but had decided to sell the Beetle as he needed the money, plus the car didn't have seat belts for his new child. He was sacrificing his love of cars for his new family."

Looking at the before pictures over the page, it was clearly a wise decision to let his head rule his heart and move the car on. The '58 needed a boat load of work. Work that would have swallowed up more time and expense than a new father could easily afford.

TECH INFO

BODY Stock RHD '58 Beetle
SUSPENSION Full-width beam with adjusters, cheeky twist at the rear
WHEELS 4.5 and 5.5-inch 356-style steels
ENGINE Twin carb 1641cc, Vintage Speed exhaust
INTERIOR Red vinyl diamond stitched, Flat4 replica GTV steering wheel

Storing up trouble

It might have been a cool model year with a deserving owner but, as Ant reveals, that was the end of the good bits: "The '58 had been kept down an alley at the side of Paul's house, under some trees. Hardly the most forgiving storage place, and like most Beetles that have been left outside had plenty of rust."

In short, the Beetle needed the works. By the works we mean everything a Beetle that's had a hard life in the UK, a life that's included an early '90s makeover, could possibly need. And for this stage of the operation, Ant called on the help of this episode's restoration team, Type 2 Detectives.

T2D's Mark Fulton now takes up the tale: "I got a 'phone call late one Friday afternoon, just as I was about to shut the office and head home for the weekend. It was Ant. He'd spoken to a number of VW specialists already, but we'd been recommended to him by one of his customers. He asked if I was aware of the programme and I said, 'Of course'. He then wanted to know if we'd be interested in being part of this episode. I said 'Definitely,' and Ant came up the following day to see what sort of place we run here and what we offer."

Liking what he saw, and heard, Ant says, "Type 2 Detectives were essential in building this car. They operate in the very demanding and critical VW scene, and we worked together to produce a car we could all be proud of.

> "The production company said the car wasn't that bad"

"All seven cars in the show represent a massive team effort from a lot of tired people. We tackled seven cars in 12 weeks. It's bonkers! But it was great fun, and T2D took ownership of the Beetle and drove the project forward. I cannot recommend them enough." And rightly so when you hear exactly what the Beetle needed, and the timeframe the production company inflicted upon them. The rusty wreck had to be finished and ready to go to auction in just six weeks. That's less time than some people take detailing their engine…

So what did the '58 need? Mark: "The production company said the car wasn't that bad, and was original. The car was actually as bad as it possibly could be, and far from original! It was delivered to Ant's workshop, where it was stripped down and assessed before the bodywork and paint could be rectified. In

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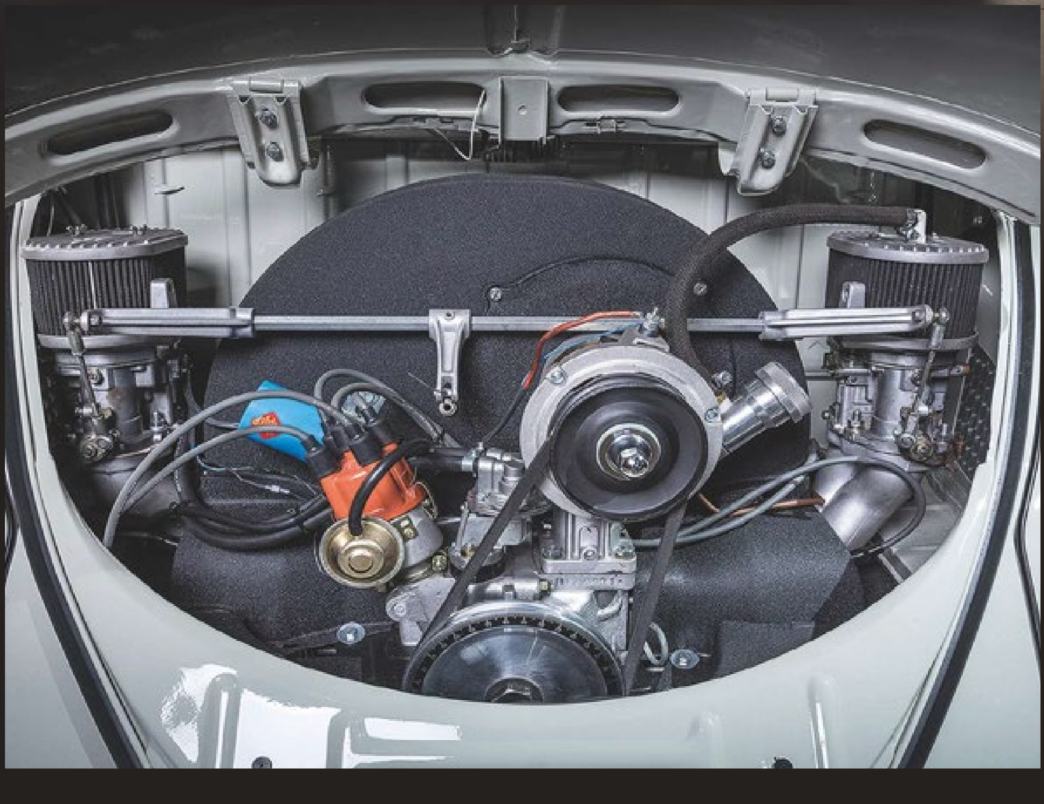
The car came with a 1641cc but it turned out to be a lemon. Replacement twin carb 1641 unit is a peach



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> "I think we built a subtle, modified Beetle that we would all like to own"

New trim, bumpers, locks and handles throughout, plus a couple of Air-Cooled Accessories for good measure

No more fake EMPI 5s. Old rims were replaced with Porsche 356-style steels, banded on the back and shod with 195/65 Continentals. Front tyres are 145/65 Smart Car rubbers

the end it needed everything – both sills, front and rear valances, inner wings, two floorpan halves, the window surrounds, replacement doors, decklid and bonnet. About the only thing that's original is the roof, and that had serious rot in the offside gutter.

"We really can't praise VW Heritage enough for their help with getting all the parts we ended up needing to us so quickly. They were absolutely fantastic, especially James and Barney, and especially considering our tiny timeframe. We had to pull in some really big favours to get the car done in time, and to the budget we had to work with."

As soon as the body was straight, James Newell blasted on a fresh coat of paint. Rather than go back to factory original though, the decision was made to do things a little differently with this car. Ant: "Paul's car was already modified when he bought it. Some of the Cal Look elements, like it's two-tone paint, lowered ride height, alloys, roof rack, eyebrows, screen visor etc. had to stay because they were the reason Paul loved the car. We felt we absolutely had to keep some of Paul's influence in the build.

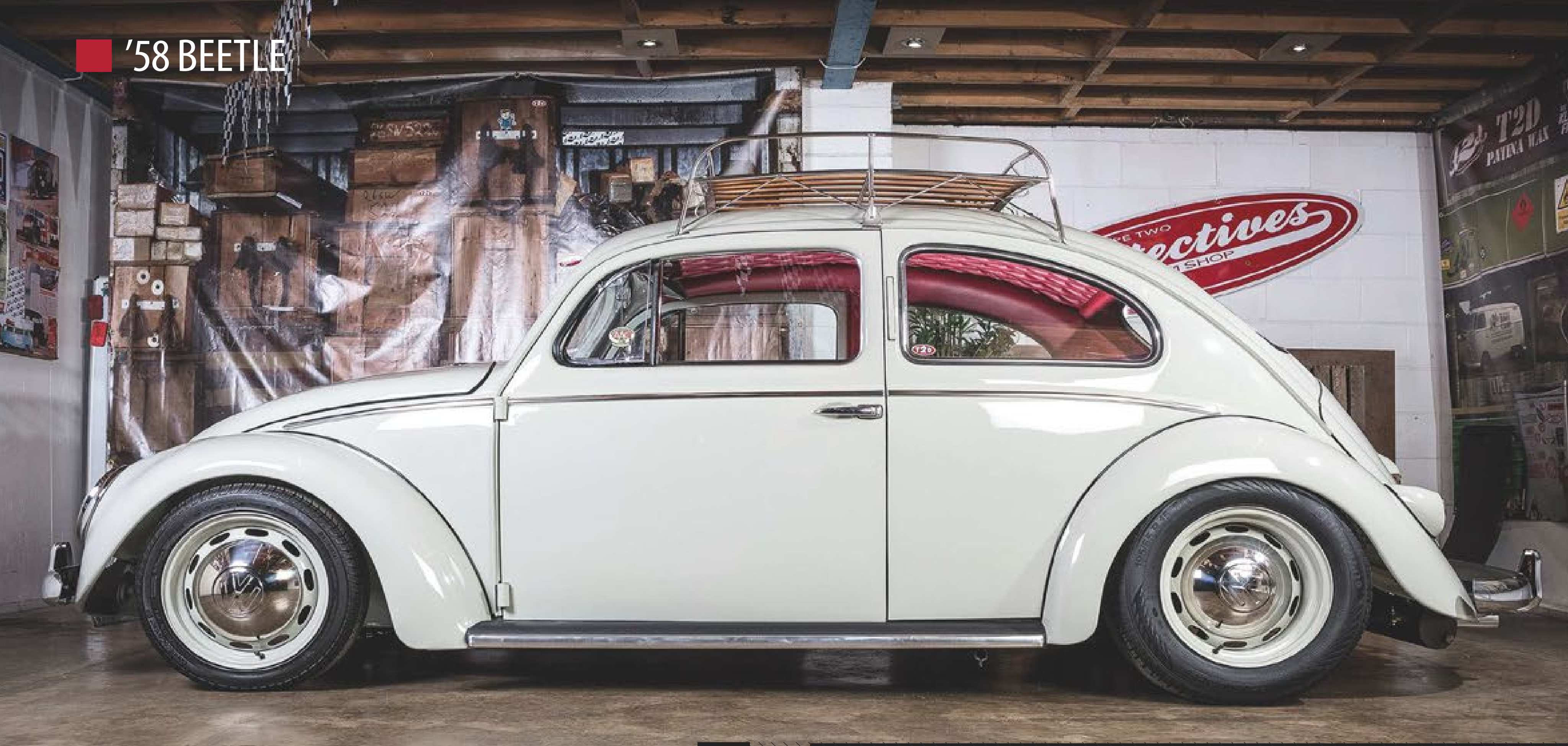
"So, we took some of the flavour of Paul's confused Cal Look car, but made it more modern and retro.

"Yes, we bent the rules and strayed away from building a stock factory car, but our motivation had half an eye on the auction – what was current, saleable and would realise a return for Paul. But also Paul himself. What would he have done, given the chance? After all, it was still his car. We were just custodians for this next phase.

"The final specification was decided by the team involved. Phil had some imput too, but we turned to Mark and Paul at T2D to give us a flavour of what the VW Beetle scene is doing right now. And once we decided, we just totally went for it. I think we built a subtle, modified Beetle we would all like to own."

Not going green

You've got to admit, the '58 looks a world better than it did in it's old two-tone white and Ford Signal Green days. The chosen hue – grey if you're wondering – was picked because the lads had already built a white car for this series, the Rover SD1 police car, and wanted something to complement the red diamond-stitched vinyl interior that was a key ingredient to the build. This was created by Ian at P & M Taylor and really makes this subtle car pop.



Looking a little more factory than at the start of the programme. With quarter lights back in too, and all the better for it

Something else that popped was the engine. It was said to be a good'un when it arrived at the workshop but, like the rest of the '58, turned out to be a bit of a dud. As a result, motivation now comes courtesy of a replacement 1641cc unit wearing fresh tinware and a Vintage Speed exhaust.

Obviously, there's a heck of a lot more to this car than space, either here or in the TV programme, allows for, but what we wanted to know is, given all the amazing cars Ant (and Phil) have been allowed to play with so far, what did they really think to the humble people's car?

> “The people are amazing and there are no rules”

Ant: “I actually owned a Beetle. I loved that car, and as a kid spent more time under it than in it!

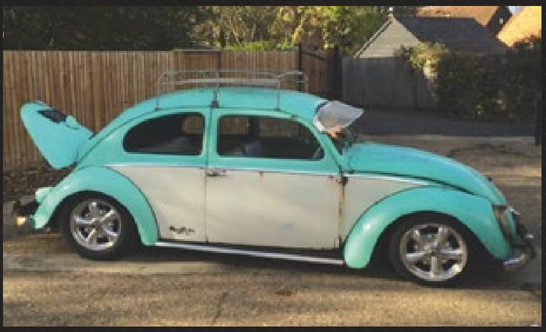
“I think the driving experience of this one is enhanced by all the modifications we've made to it. The lower stance and luxurious interior gives a real feeling of cool exclusivity. It's a car you can properly cruise in. I am a Devon boy and this car would fit right in with the surfers' scene.”

Of course, the proof of the pudding is in the eating, and what you all want to know by now is how did it fare in the auction? “Mmmmm… I've been to more auctions than I can remember, and I never fail to be amazed,” continues Ant. “Cars you think should do well fail, and the cars you think will fail succeed. There are simply no guarantees. We did what we could in the time allowed and I know Mark, myself and the team are proud of the car that made it to the auction room. And the high price achieved was a fair reflection of the work, love and attention that went into the build.”

How much did it make? We're not about to spoil that for you. You'll have to watch the show for yourself. What we will do though is allow Ant the final word: “My advice to any young people that like the idea of tackling a restoration is a Beetle wouldn't be a bad place to start. The support network is great, the people are amazing and there are no rules. Be bold and make it personal! A Beetle allows just that.” ■

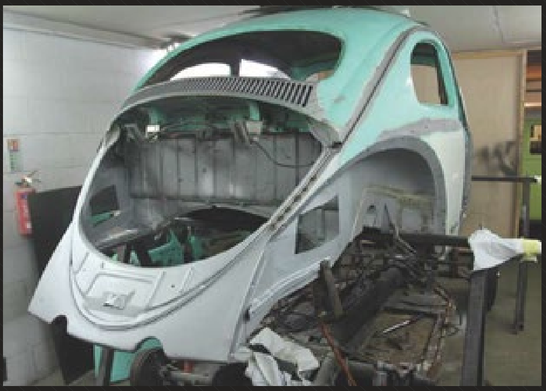
THE BUILD

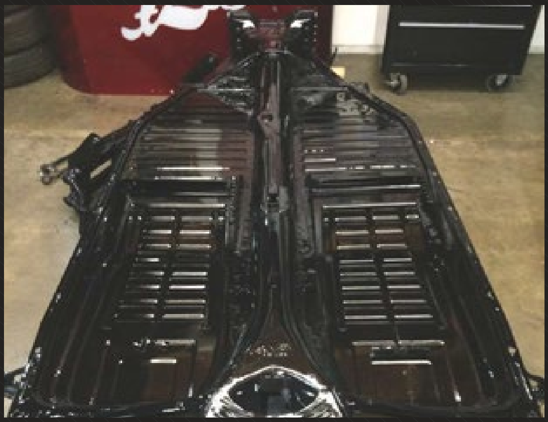
The starting point – your average early '90's UK looker. Any VW lover can tell this is going to be much worse under the skin than it looks...



...but the car had a good story and so needed saving. In this pic Ant's not looking too phased, but then the body hasn't been separated from the 'pan yet...

Metalwork repairs well and truly under way. Rear valance, inner wings, new decklid, gutters etc. and all for the love of cars





Chassis repairs done and everything painted and ready for the big build up to commence. It was a mammoth amount of work to get this car done and dusted in just six weeks

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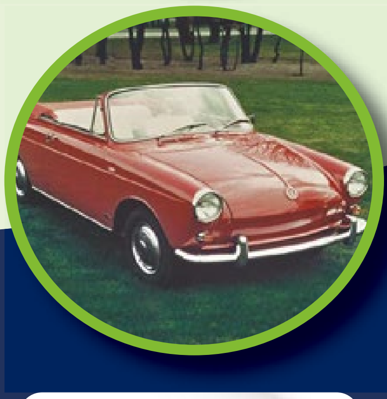

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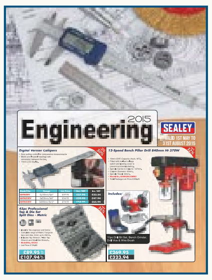

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Great show, great location...

This is a family-friendly event, with the VWs the stars of the show. So come one, come all, you're all welcome. We're sure there will be something for everyone to do, from our smörgåsbord of activities and entertainment spread across the weekend.

Why not come along and get stuck into the fun, check out the show 'n' shine, vehicle displays or simply enjoy some quality family time in the rolling hills around Eastnor Castle. Your ticket includes camping, and children 16 and under go free. Tickets can be purchased online at www.vwcamperandbus.com, or by calling Nicky McKirdy on 020 8726 8313 (9.30-2.00pm)

Soapbox Challenge

The hilly terrain of Eastnor Castle is the perfect place for an all-action Soapbox Derby. Whether your entry takes 30 minutes or three months to construct, we would love to see you all on the start line. This is guaranteed to be one of the most entertaining and amusing parts of the weekend – for competitors and spectators alike – and the more entries there are, the more fun it will be. Send us a picture of you intended ride and for every one we publish online we will send you a free VW *Camper&Bus* hoodie. Let battle commence! See www.vwcamperandbusmagazine.com for further details

The cars are the stars

Yes, you can be the hero in your own fairytale this weekend, but the real stars are the VW Transporters, in all their guises, plus the air-cooled Beetle of course. With a show 'n' shine, club displays and some special crown jewels too, your starring role could be in jeopardy.

Want to enter your ride for the show 'n' shine? Enter on the day or sign up in advance by contacting Adrian at adrian.vaughan@timeinc.com

Book your club plot and save some cash

If your VW club is interested in coming to the show *en masse*, we are offering XL club plots so you can all camp together and save your members some cash. Check out the *Camper&Bus* website for details

Don't miss out on this year's most exciting show!

Castle gets ready for VW invasion!

Only £39pp

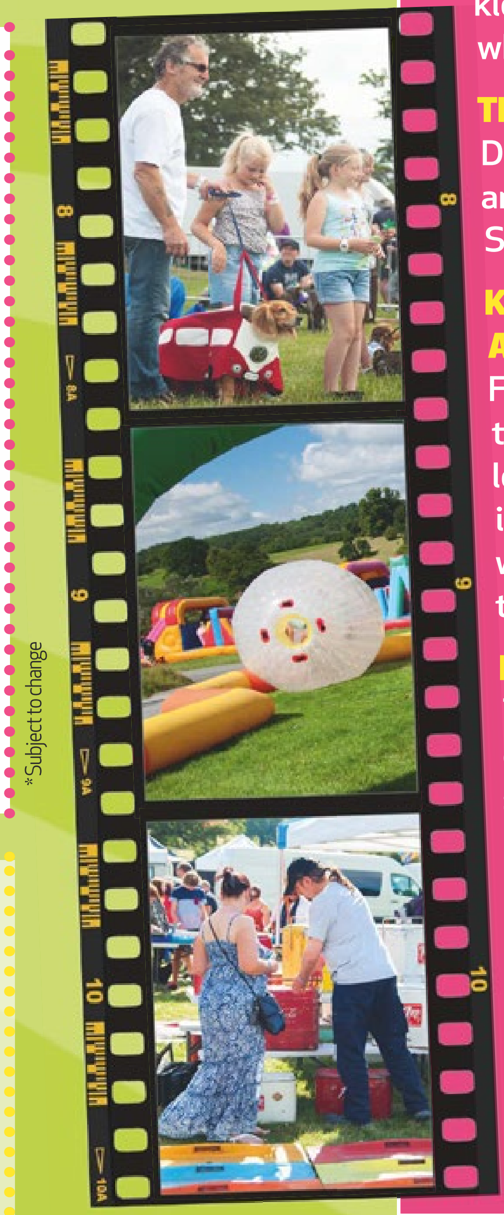
Children go free!

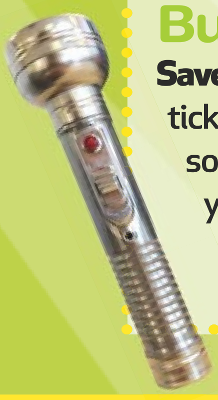
DOG FRIENDLY EVENT

Live music all weekend

We have lined up the perfect mix of music to soundtrack your weekend, with a great selection that will get everyone from the tiniest tots to the most glamorous grans up on their feet and dancing. On the main stage, the not-to-be-missed Carnival Collective – a 30-piece band playing uptown funk and dance – are a surefire winner if you love a bop. Björn Again, one of the UK's leading ABBA tribute acts, will be adding a bit of glam to proceedings, while Funking Skunks will take us back to the '80s with their reggae and ska set. Star Tribute will be joined by VW show favourites, Vision Tech Beats, plus the Pantasy Steel Band, Kevin Pearce and, back by popular demand, the Birmingham Blues Brothers. Plus don't miss DJ Dangerous Dave, who will be spinning some discs. Meanwhile, on the *VWt* stage in the bar, we will have live music and a karaoke competition for the uninhibited *

*Subject to change





Buy in advance, bag a free torch!

Save £6 and get a free *C&B* torch! An advance weekend ticket costs just £39, a saving of £6 on the on-the-day price, so don't delay, order yours today. As an added bonus, if you book before the end of June, we will send you a *C&B* torch, plus some show stickers, absolutely free. To book tickets, head to www.vwcamperandbus.com

Show shorts

DOG ACTIVITIES

All dogs are welcome! Best pooch, dog / owner lookalike competition and obstacle course make this a doggy-friendly weekend. Make sure you bring your four-legged friend, you never know they might win one of the coveted *C&B* rosettes

KIDS ZONE

Van Man leads the fun in the kids zone. Soft play, arts and crafts, circus skills and games, enough to keep the kids entertained for the whole weekend

TEA PARTY

Don't miss the tea party and family games on Sunday afternoon

KIDS BOUNCY CASTLES AND INFLATABLES

Free to use during the day, the kids will love the selection of inflatables and games we have lined up for them to enjoy

MAIN ARENA

There will be a variety of activities going on, some for you to sit and enjoy, others you can participate in

TRADE STANDS AND SWAP MEET

Loads of traders will be on site, selling everything you could need for your VW

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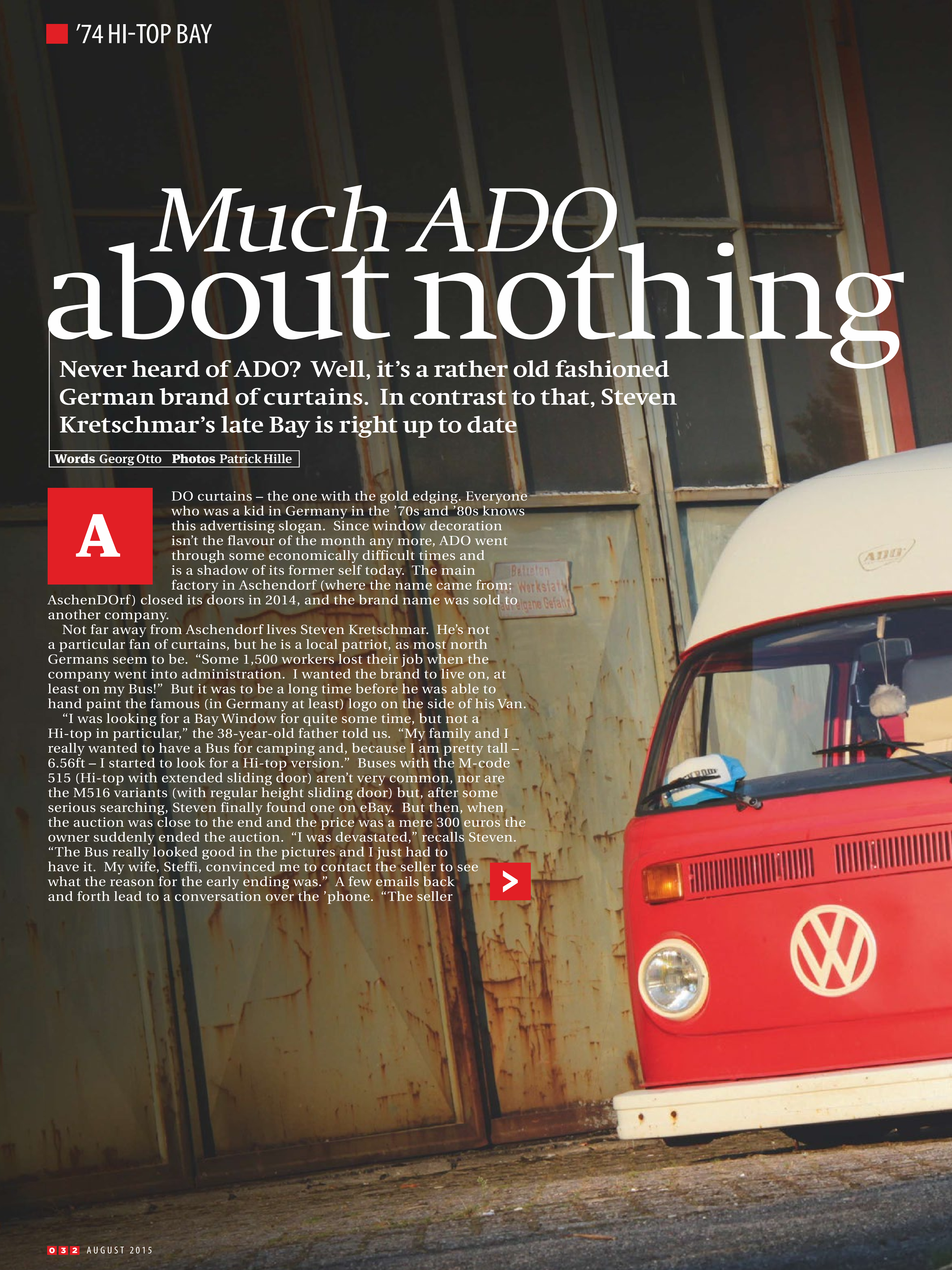

Much ADO about nothing

Never heard of ADO? Well, it's a rather old fashioned German brand of curtains. In contrast to that, Steven Kretschmar's late Bay is right up to date

Words Georg Otto **Photos** Patrick Hille

ADO curtains – the one with the gold edging. Everyone who was a kid in Germany in the '70s and '80s knows this advertising slogan. Since window decoration isn't the flavour of the month any more, ADO went through some economically difficult times and is a shadow of its former self today. The main factory in Aschendorf (where the name came from: AschenDOrf) closed its doors in 2014, and the brand name was sold to another company.

Not far away from Aschendorf lives Steven Kretschmar. He's not a particular fan of curtains, but he is a local patriot, as most north Germans seem to be. "Some 1,500 workers lost their job when the company went into administration. I wanted the brand to live on, at least on my Bus!" But it was to be a long time before he was able to hand paint the famous (in Germany at least) logo on the side of his Van.

"I was looking for a Bay Window for quite some time, but not a Hi-top in particular," the 38-year-old father told us. "My family and I really wanted to have a Bus for camping and, because I am pretty tall – 6.56ft – I started to look for a Hi-top version." Buses with the M-code 515 (Hi-top with extended sliding door) aren't very common, nor are the M516 variants (with regular height sliding door) but, after some serious searching, Steven finally found one on eBay. But then, when the auction was close to the end and the price was a mere 300 euros the owner suddenly ended the auction. "I was devastated," recalls Steven. "The Bus really looked good in the pictures and I just had to have it. My wife, Steffi, convinced me to contact the seller to see what the reason for the early ending was." A few emails back and forth lead to a conversation over the 'phone. "The seller

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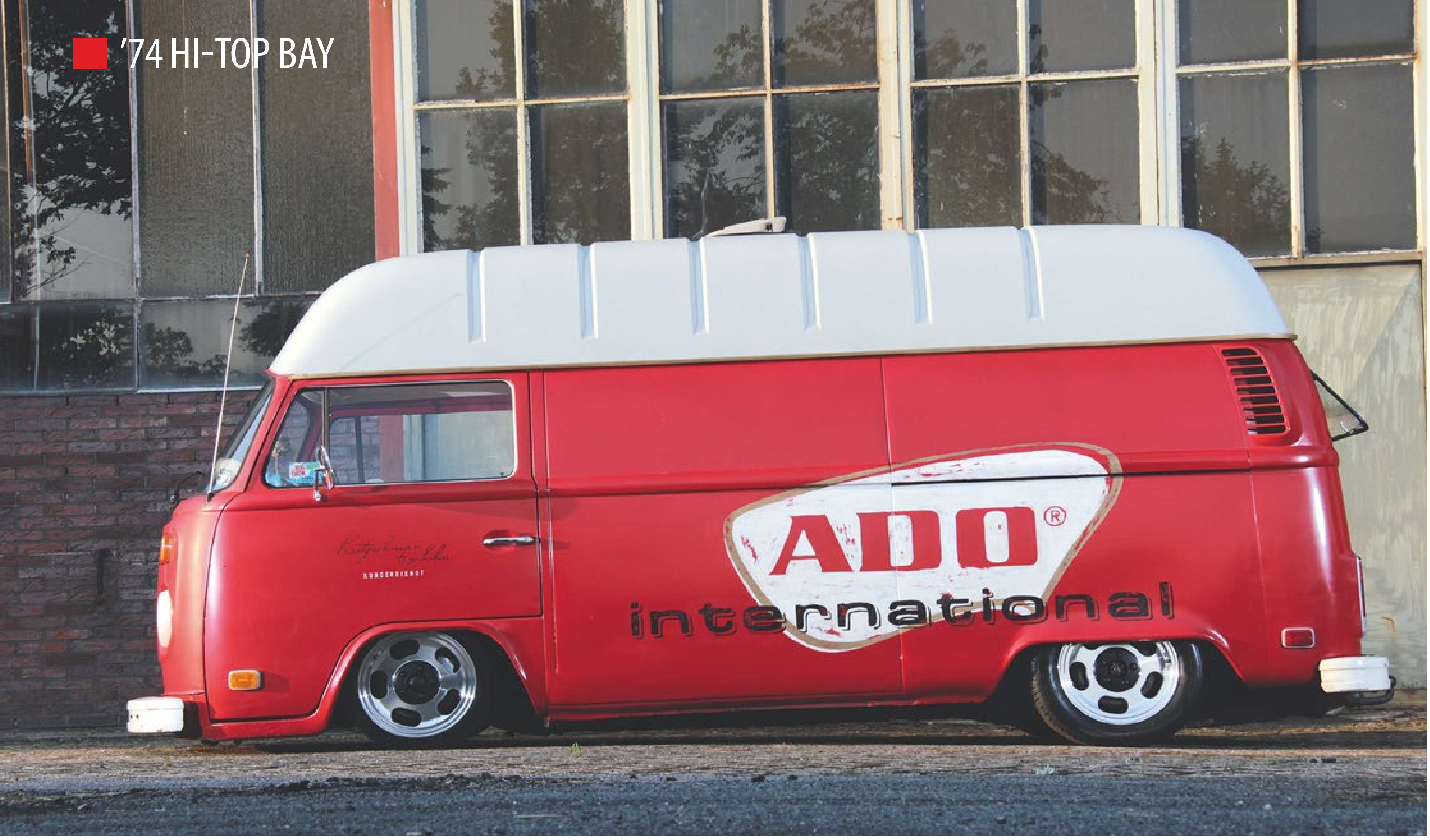
international



With hydraulics on the front beam, Steven can raise his Bay Window up almost eight inches at the front

told me a potential buyer was coming the next day to have a look at the Bus. I thought, 'I have to stop that, whatever it takes!' But when I offered to transfer the money immediately into his bank account, I guess he doubted my trustworthiness. Finally though, I was able to convince him and he accepted my offer, turned the other buyer down and waited for me to come and collect the Bus."

Now our man really had to get busy as the Bay Window was located near Munich, which was a 1,000-mile round trip from his house. He not only had to sort transportation for the epic road trip, but also find a garage high enough for the acquisition.

> "A 24-hour trip... a dead starter... overheating brakes and no sleep at all"

A week later, in September 2013, Steven and his better half set out for the Bavarian capital. "I promised her a quick trip to the south, but things never turn out the way you expect," says the media designer with a grin. "I calculated eight hours one way, plus an hour for loading and a chat with the vendor, but it turned into a 24-hour trip with a dead starter motor on the T4, a trailer with overheating brakes and no sleep at all. You can imagine how 'happy' the Mrs. was by the time we arrived home!"

Storage solution

"After a good sleep I took the Bus over to my friend, Hendrik Hartmann. He had two very important things: a garage big enough for the Hi-top and a welder." In actual fact, the faded Kasan Red Bus wasn't that bad. It had been taken off the road in 2001 and stored in a dry barn. "It was just the usual spots that had suffered from corrosion," explains Steven. By that he means outer sills, jacking points and the battery tray, along with some other bits and bobs that needed replacing with fresh sheet metal. One of the previous owners had replaced the rear hatch, engine lid and sliding door (with window), but they were all different colours. Something that had to change, not only for aesthetic reasons. If you want to register your car in Germany as a historic vehicle, an 'even appearance' is mandatory. "A full-on paint job wasn't within budget, so I decided to have it primered for the TüV inspection." Hendrik coloured the primer with RAL 3001 red and dipped the whole of the Hi-top in its new hue. "It was meant to be temporary, but you know how it is: those temporary solution usually last the longest."

Now the bodywork was sorted, but it still sat very high. The people from BlechScrapers made tubs for the front wheel wells and c'd the frame up front for tie rod clearance and in the back to make some room for the driveshafts – modifications that are only necessary when you want to go really low. And that is what Steven was after. "At first I thought about air suspension, but when I saw the new hydraulic AchsenWerk beam and how it performs, I changed my mind and went for that instead."

TECH INFO

BODY: Stock 1974 M516 Hi-top; tubbed arches; c'd frame front and rear; Westfalia louvered window; rear safari window

ENGINE: 2055cc Type 4 (stock 71mm crank, 96mm pistons); dual EMPI 40HPMX carb kit

INTERIOR: Re-trimmed VW-Porsche 914 seats; original Westfalia Helsinki interior; Smiths rev counter; additional VDO gauges

WHEELS AND TYRES: 5.5 x 15 Flat4 Enkeis, 165/45 and 195/60 tyres

Hydraulic alternative

The reason for this leap of faith is the strength of the hydraulic system compared with air bags. Steven explains: "This Split Screen Bus-style link pin beam has hydraulic cylinders on both sides, which are connected to the torsion leaves. An air ride system would work the same way but, as opposed to air, the hydraulic oil is more steady and stronger. The pressure on the system is a mighty 2,600psi, which makes it easy to raise the front of the heavy Bus, even with two people sitting in the cabin." It also requires a power unit, which sits under the rear bench, fed

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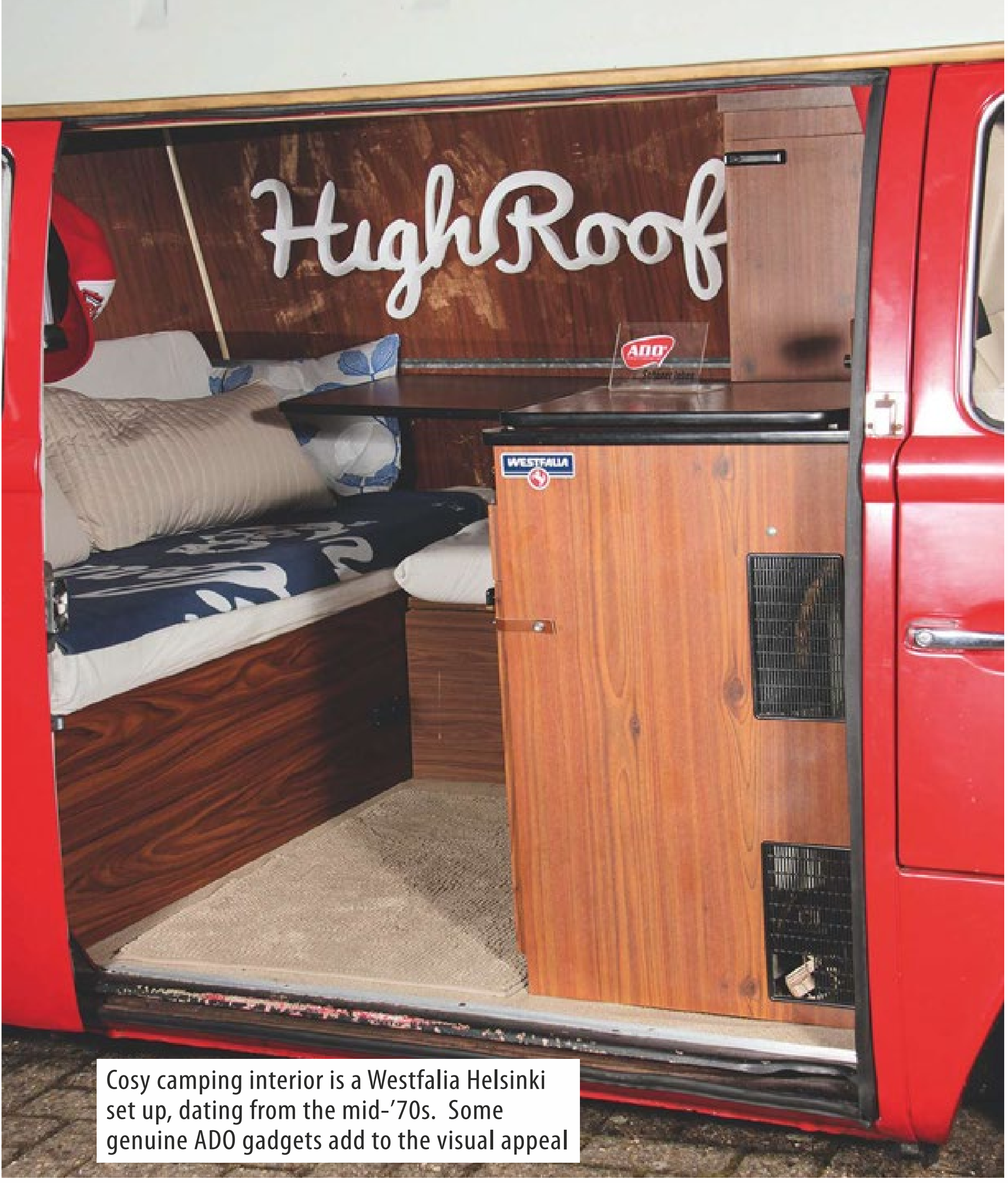
HighRoof
WESTFALIA
ADO

Cosy camping interior is a Westfalia Helsinki set up, dating from the mid-'70s. Some genuine ADO gadgets add to the visual appeal

Steven's 6.56ft height, combined with the tubs, meant some thin seats were in order. A VW-Porsche 914 offered the perfect solution

VOLT
10
12
14
16
°C
50
100
150

Additional VDO gauges monitor oil temperature and battery voltage

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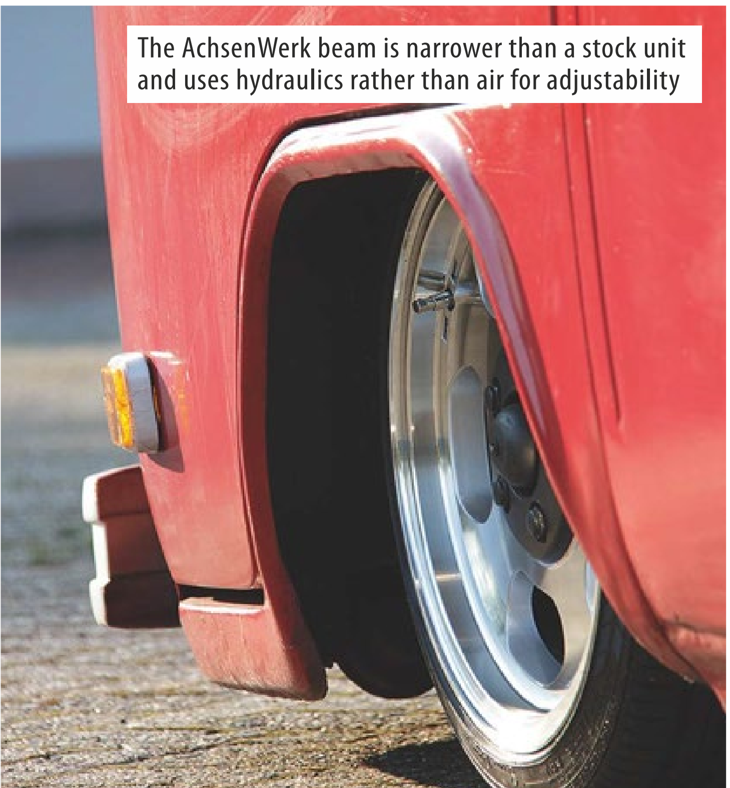
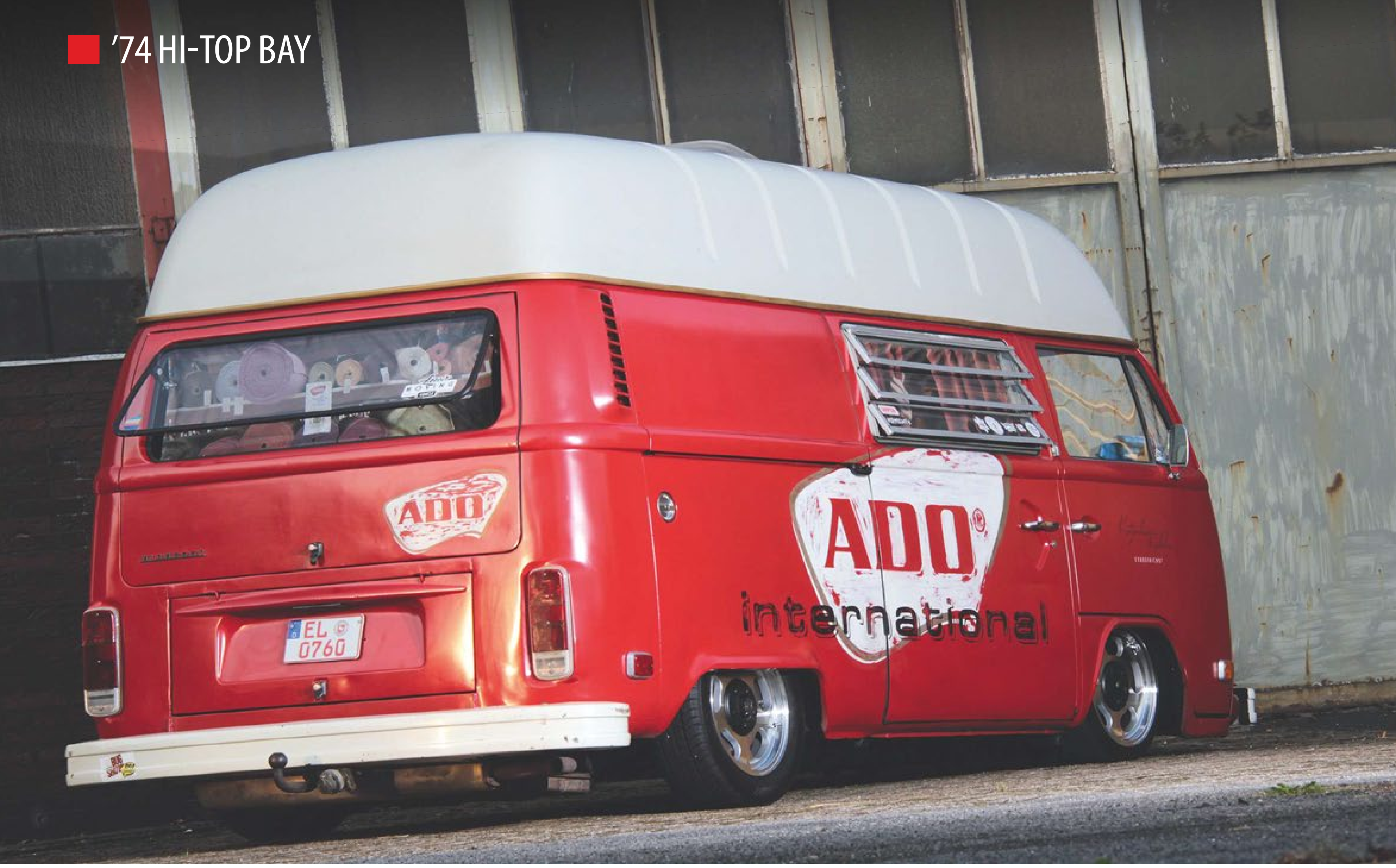


The AchsenWerk beam is narrower than a stock unit and uses hydraulics rather than air for adjustability

Rolls of fabric are printed on the curtain behind the Creative rear safari window



by a second battery. The lowering of the rear end was rather more traditional: besides the c'd frame, it was simply a case of turning the torsion bars by several splines and the deal was done.

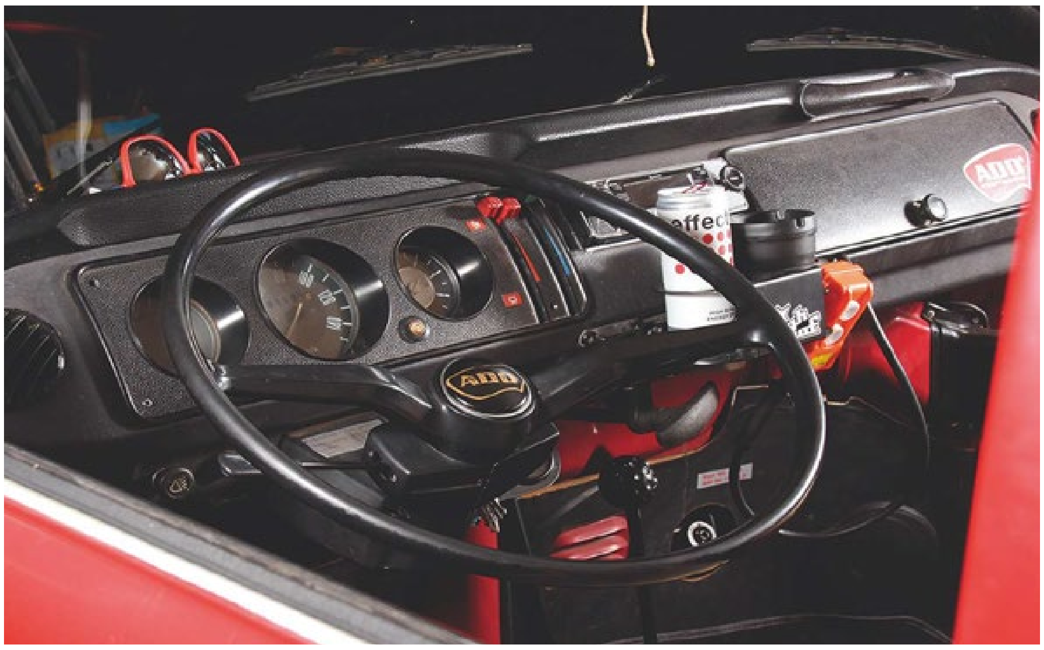
The hi-top came with a trailer hitch so maybe a matching caravan will be next?

To keep things simple, our Bus fan stayed with the stock brakes – discs up front and drums in the rear. A set of 5.5 x 15 Flat4 Enkei wheels with matching 5 x 112 PCD were ordered and shod with 165/45 and 195/60 tyres. "I was so happy to see the Bus finally sitting on its wheels. The stance was perfect and I immediately wanted to go for a spin, but I couldn't as the interior and engine were still missing."

Together with a very good friend, Steven started to rebuild the original Type 4 unit. "It had to be a reliable engine, nothing fancy, just with enough power to climb hills without being a hurdle for lorries." 96mm pistons were used to increase the displacement from 1793cc to 2055cc, which required machining of the case and heads. "We concentrated on improving the components we had to keep the cost low. The only additional parts I bought were the EMPI 40HPMX carbs, linkage and manifolds, though I will replace the stock exhaust with a real header and muffler in the near future."

Cosy with ADO

Next on the agenda was an overhaul of the interior. The Hi-top Bay came with an original 1973-on Westfalia Helsinki camping interior, including a cool box, sink, folding cooker, folding table, a tall closet with mirror, a lateral bench with storage compartment and the usual rock 'n' roll bed. Steven recalls: "It was in decent condition, so I just had to clean the furniture, that was it. I covered the bed and bench in fabric for now, but both will soon be upholstered in beige vinyl to match the front seats." Those are from a VW-Porsche 914 and were chosen because of their skinny dimensions. "Alexander Heese, the coach trimmer, made the seat pads even thinner then the stock ones to gain some extra space for a tall driver like me." In sight of the driver is an original-style Smiths tachometer where the clock is usually situated and two additional VDO gauges keep him informed about oil temperature and battery voltage. Last but not least a rear safari window from Creative Engineering and a genuine Westfalia louvered window for the sliding door were added for better air circulation while camping. "The curtain in the rear window, or better the print on it, refers to the ADO theme with those rolls of fabric. There is more genuine ADO stuff in there, like the little ADO standee and the cloth sticker on the glove box. A friend of mine who used to work there got me those bits." And what about the logo on the horn button? "That's hand painted by myself. Like the logos and lettering on the exterior, I sketched out the design in pencil, painted it with a brush, then used special techniques to make it look old and genuine," chuckles Steven. The icing on the cake was painting the rain gutter gold, as a nod to the old slogan: ADO curtains – the one with the gold edging. ■



The red thing next to the cup holder is the control module for the hydraulic system

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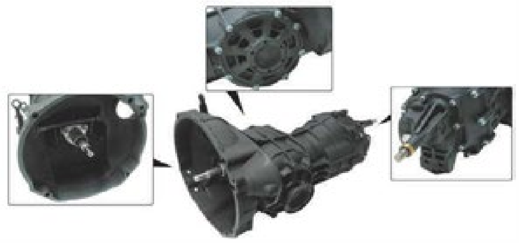

# 8004

Engine Assembly Hardware kit

For the type 1 and type 3 engine, all nuts have a plastic seal (except the cylinder head nuts) to avoid oil leakage via the bolt thread.

# 1873

EMPI 1600 cc Cylinder Heads

The standard 1600 cc EMPI cylinder heads are replacing the Autolinea cylinder heads, the product number stays the same.

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This new plastic case breather tower is delivered including the inner part of the tower and the seal.

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SILVER ENGINE *DIY PRICE: £799*

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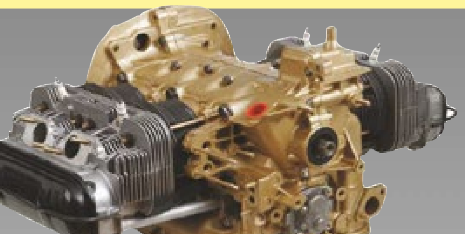

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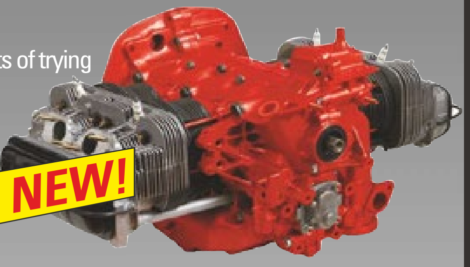

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Driving the dream

A quarter of a century after deciding he'd like a Karmann Ghia in his life, Chris Lovatt realised his ambition, just five miles from his house...

Words Mike Pye **Photos** Michael Whitestone

"If you're going to modify, the key I think is to make it reversible... and not go too far." A surprising comment, you might think, from the owner of this Karmann Ghia, a car that can boast its sum total of modifications as a slightly different Blaupunkt radio and some amber segment tail light lenses in place of the all-red units it was supplied with, but then when Chris Lovatt went looking for a Karmann Ghia, a programme of mechanical modifications was exactly what he had in mind. "I've grown up with VWs, and bought a Beetle as my first car when I passed my test in 1987," he recalls. There followed a succession of Beetles, mainly from the '70s, spiked with a '62 1200 and a '98 Mexican with a ragtop sunroof, but then in the mid-'90s came the lull. "The thing that came between my flood of Beetles and this Karmann Ghia was a family," he says with a smile. At that point, time, money and space in the garage didn't favour old Volkswagens.

However, in those formative years Chris had fostered an understanding of and a love for the simple things in life, like the air-cooled VW engine and the basic, dependable, well-engineered mechanicals of the Volkswagen. An industrial model maker by trade, he also has a keen eye for aesthetics, so it's no surprise to hear him say that the Karmann Ghia was always the object of his desire. "When I was growing up with VWs, they were always the ultimate Type 1, and a natural progression for me. I know how to work on Beetles, and how they go together, and I like the styling of the Ghia."

Eventually, some four years ago, circumstances conspired to make the purchase of a Ghia a possibility. The passing of his grandmother, combined with the family growing up, made available some money, time and a space in the proverbial garage for him to indulge that long-held desire. "I decided to invest the money I had been left wisely... so started seriously looking for a Karmann Ghia." What were your criteria in a car, I asked? "Not much.

>

50 BXP

Built on April 4 1960, this Ghia still retains some of the earlier Lowlight features such as a split case gearbox. The US-spec towel rail bumpers were spec'd as an option from the factory

It had to be right-hand drive, but other than that it just had to be a solid 'shell as I was always planning on doing some fairly sensible mods – a bigger motor, disc brakes and some chassis modifications – just to make it a more useable car.”

Having travelled from his home in Wiltshire the length and breadth of the country, from Derbyshire to London to Cornwall, viewing some six or eight different cars, Chris still hadn't found quite what he was looking for. Actually, he had, in Cornwall, but the ex-South African, RHD car was a little over his very reasonable £12k budget and the seller agreed to a telephone bid from another potential buyer while Chris was looking round the car! That turned out to be a blessing in disguise though, for it prompted him to have a sneaky look on the internet when he returned home. “I very rarely go on pre67vw.com, but I did that night and there was this car. It probably wasn't quite close enough to walk there from my house, but it was definitely only a cycle ride away.” The next day, the car was his, making Chris just the fourth owner on a logbook that dates to 1960. “I think it was meant to be,” he says, with a twinkle in his eye.

“Absolutely every shred of documentation, right back to April 4 1960”

Honeymoon period

What Chris got for his money is an almost completely original, 1960 Karmann Ghia in a one-year-only colour, L444 Malachite Green, with factory fitted towel rail bumpers. What do we mean by almost completely original? We mean this is an unrestored, matching numbers car, with absolutely every shred of documentation, right back to April 4 1960, the day it rolled off the production line in Osnabrück and into the hands of its first owner, who collected it personally and went straight off on honeymoon in the car. “As far as I can see, there's nothing missing from the history file at all, from the original invoice from Karmann with the build sheet, the owner's manual, service book, everything. It was this that really swung the sale for me. There's every MoT, receipts for every headlight bulb, every windscreen wiper, even the receipt from a body shop where, in the early '60s, the driver's side front wing was panel beaten straight and re-painted along the crease line after a minor accident. It's an amazing bit of history to have with this car.”

TECH INFO

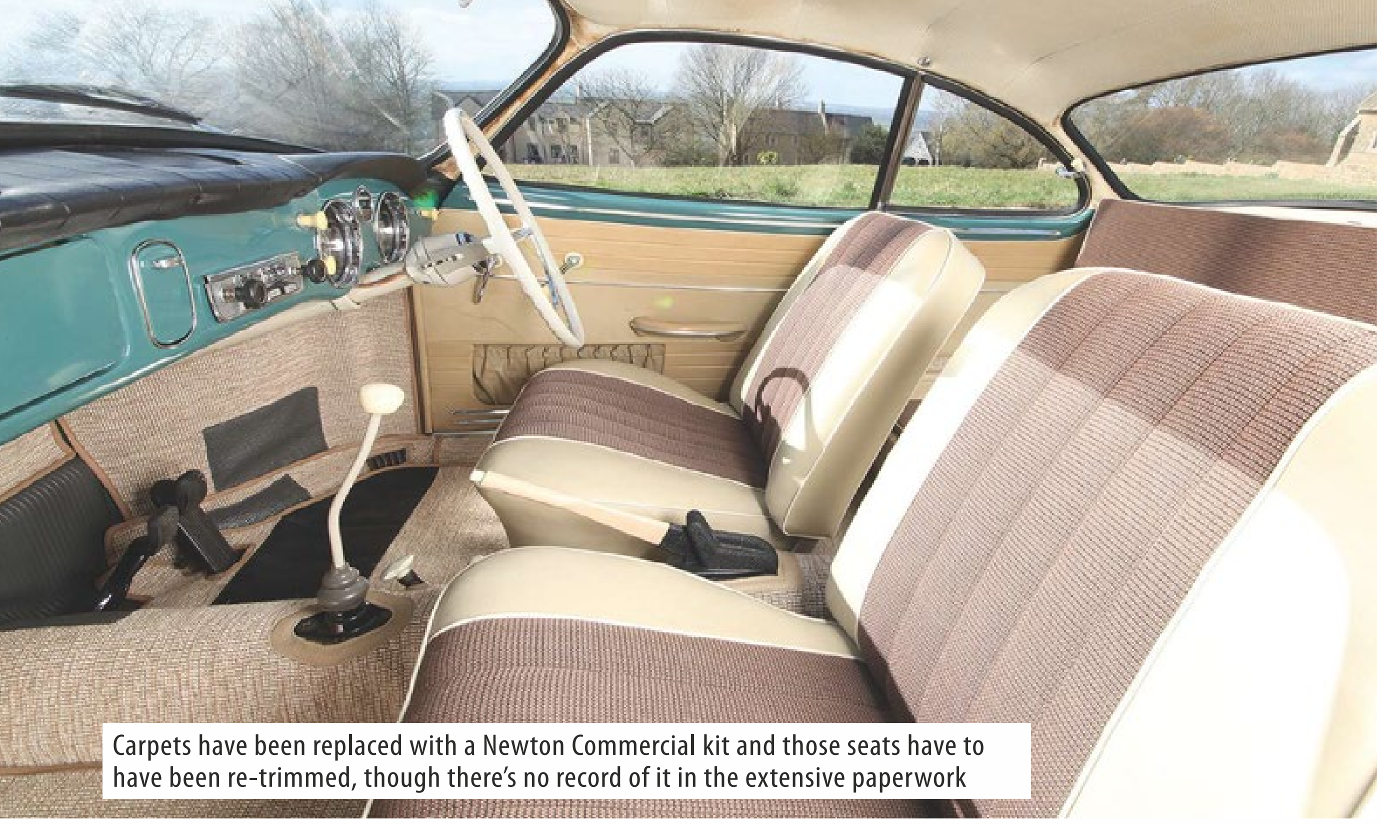
BODY: Stock 1960 Karmann Ghia coupé in L444 Malachite Green
ENGINE: Stock 1200cc Type 1
INTERIOR: Re-trimmed seats, new carpets, original door panels and headliner
WHEELS AND TYRES: Stock VW solids with 155R15 Toyo 310s

Sure, it's had odd bits painted here and there, but Chris' description of it as a patchwork quilt I think does this car a little disservice. It just wears its history for all to see. The carpets had been replaced at some point with some rather natty, and very nicely made, new ones, but done in household carpet, so Chris has replaced these with a set of square weaves from Newton Commercial. “If you like archaeology, you'd love this car. When I took the old carpets out I found some little card labels from Karmann under there. I felt like I was unearthing history under the carpets,” he says with obvious glee.

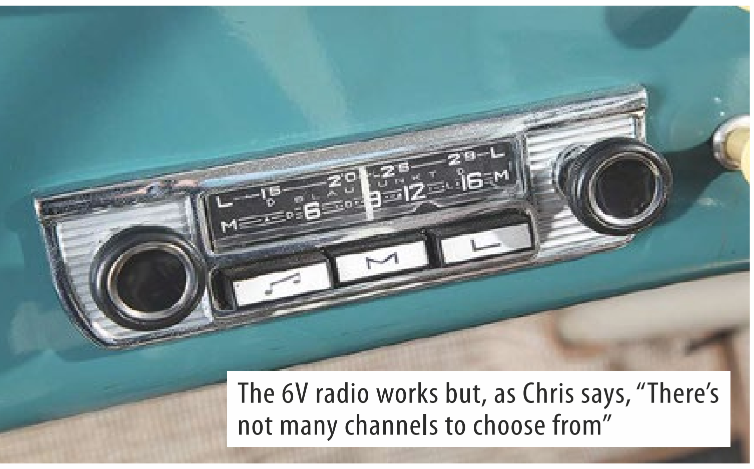
Otherwise, all he's done is change a couple of small mechanical parts that were wrong – the regulator and the distributor. Of the latter, Chris says: “I managed to source an NOS one at Kieft en Klok in The Netherlands. Needless to say, I bagged that.

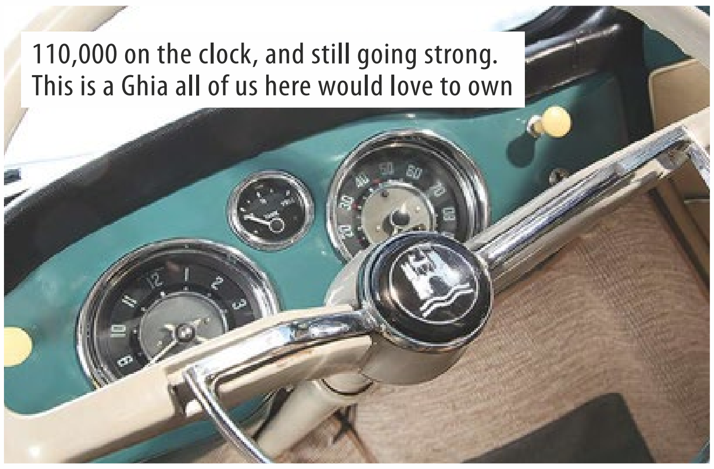
“It's certainly very different now to how it was when I first got into VWs. You don't have to place wanted ads any more, it's all available – sometimes at a premium price – but it's out there. The internet really is amazing like that.”

Other than that, and replacing a few small parts for safety's sake – the tyres, brake hard lines and the tail light lenses – Chris has not had to do anything else to the car at all, other than drive it. “I've been all over it and there is absolutely no evidence of any corrosion anywhere, which is amazing for a UK car. It has obviously been looked after incredibly well by its previous owners.

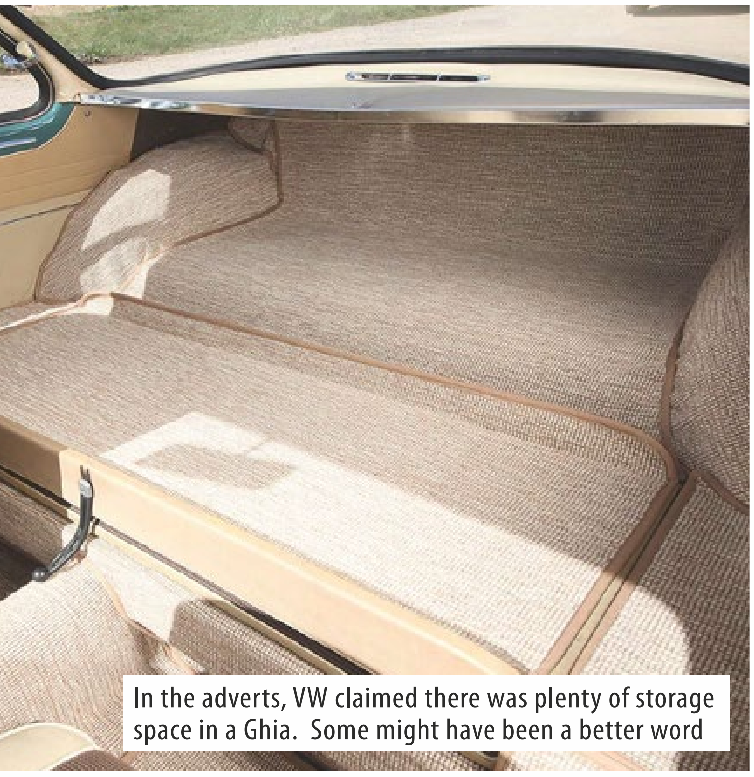

Carpets have been replaced with a Newton Commercial kit and those seats have to have been re-trimmed, though there's no record of it in the extensive paperwork

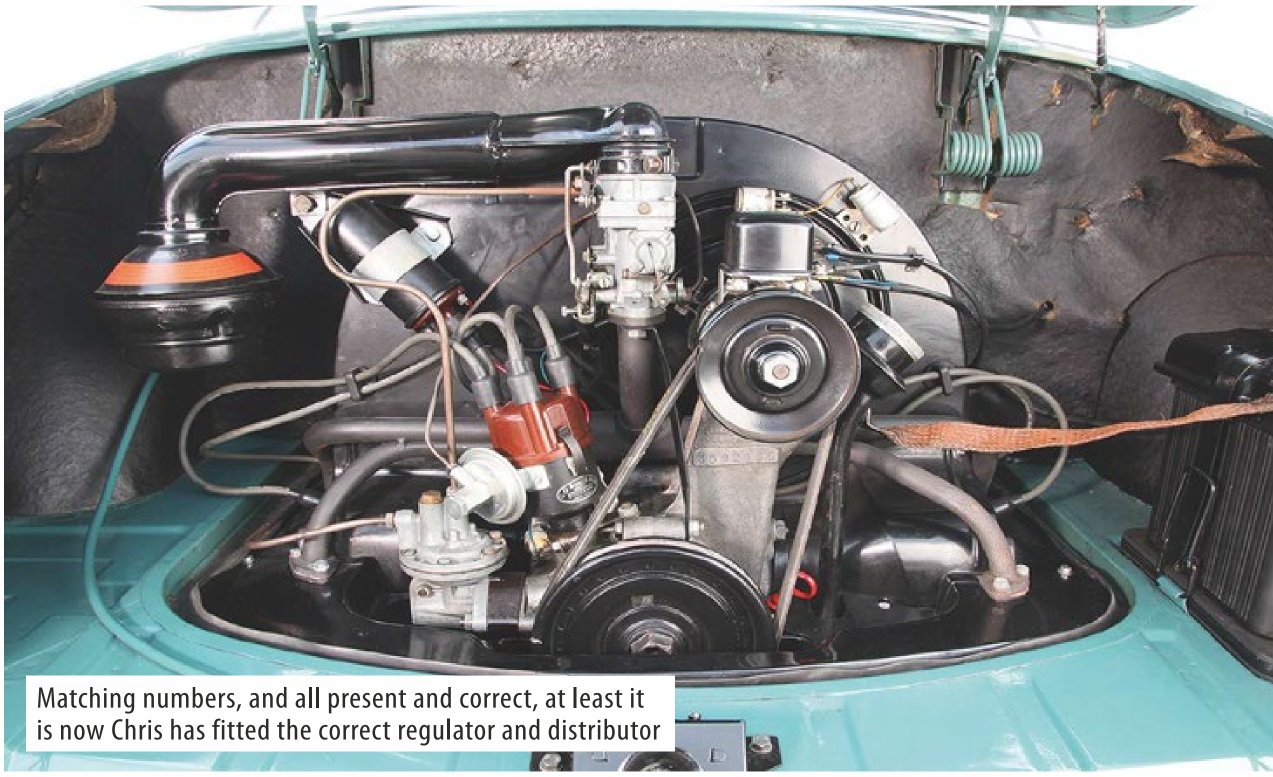
No one could ever accuse a Ghia of being comfy, or spacious in the back. They're a genuine 2+2

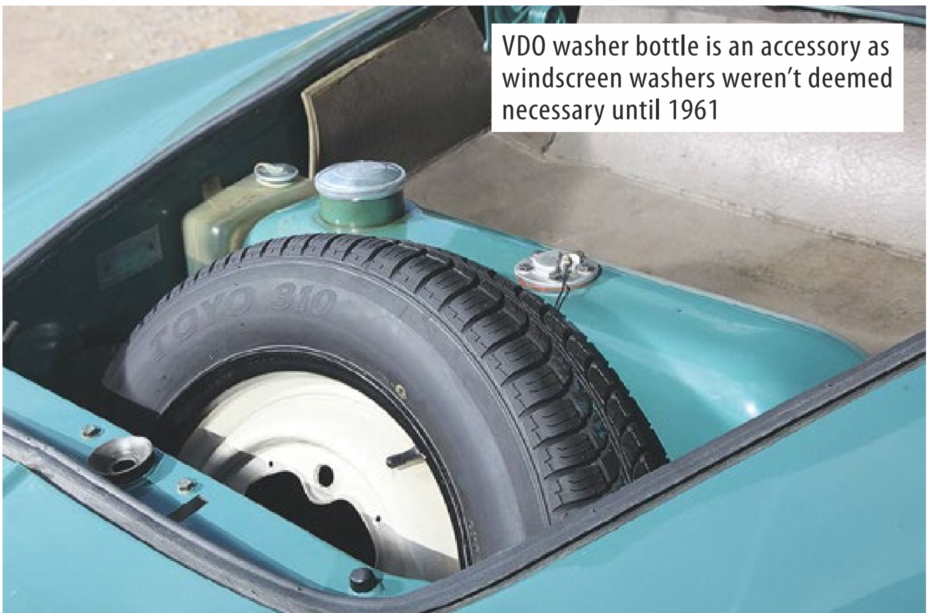

The 6V radio works but, as Chris says, "There's not many channels to choose from"


110,000 on the clock, and still going strong. This is a Ghia all of us here would love to own

Pre-dating EU law to carry a bulb kit, Autolampen bulb box is neat


In the adverts, VW claimed there was plenty of storage space in a Ghia. Some might have been a better word


Matching numbers, and all present and correct, at least it is now Chris has fitted the correct regulator and distributor


VDO washer bottle is an accessory as windscreen washers weren't deemed necessary until 1961

If you ever go to look at a Ghia and find a spare wheel well like this, buy the car!

HISTORY FILE

One of the best things about this car is the detailed history that came with it. This is what we call added value!

^ This is the Ghia when brand new, collected from Osnabrück and taken straight on holiday

v Look closely and you'll see the seat backs have been removed. That's right, the couple were sleeping in the Ghia on their honeymoon!

^ The original manual, service book, original purchase receipts, everything. How cool?

They may not have the power to pull up a hill, but there's no denying the Karmann Ghia has pulling power

Padded dash tops first came on line in January 1959, and had already gone through two iterations by the time this car was built in April '60. They changed again for the '61 model

"I've tried to preserve its originality as far as possible, but you have to do so with a bit of practicality too, in order to keep it operational."

Asked if there was anything else Chris felt the car needed to bring it up to scratch, he paused to consider the question before replying in the negative. "Touch wood, I just have to drive it now. After four years' ownership, I'm pretty confident now about going places in the car, and I'd like to try and get to a few more shows this year. Stanford Hall has always been a favourite, as I'm more keen on the vintage stuff than the modified ones. Goodwood Revival is another event I always try and attend and I'm going to try and make it to the Festival of Speed this year in the car, too."

Not exactly watertight

"My biggest concern with the car, aside from worrying about damaging its originality, is the windscreen. I've lost three windscreens in my daily driver Polo in the last 18 months, and I really don't fancy having to replace this one. Although, to be fair, it does need to come out as all the window rubbers are the originals, and it's not exactly watertight any more, so I try not to leave it outside in the rain if I can help it." But I can attest to the fact that Chris does drive this car, often using it to commute to work at Dyson HQ, also in Wiltshire, as when I first called to speak with him about the car on an inclement day in late April he pulled over and called me back, from the plush surroundings of the very cabin you're looking at here. Good man.

> "The time warp condition of this car has meant I have to respect its history"

Now you've had a chance to really drive and enjoy the car, and have discovered the Karmann Ghia's well-known foibles, is there any chance you'll be doing any of the modifications you had planned, I asked? "Not a chance," came the immediate reply. "The time warp condition of this car has meant I have to respect its history and leave it standard. I've since found one other similar car for sale over here in Malachite Green. It looked like a nice car, but had been re-imported from Australia, and had a later, 1970's engine in it. It had also been restored, so I do think this car, in this condition, is quite special.

"Besides, I have another VW project that I am going to do those modifications to – a 1954 right-hand drive Oval. And we've just moved to somewhere where I have the space to do it so, as soon as I've settled in, that project will be underway. Cars and motorbikes are my thing, so rest assured the Ghia is in good company."

BEHIND THE WHEEL

So, having lusted after a Ghia for so long, does the reality live up to the dream? "Er, yes..." replies Chris thoughtfully, "...though the handling... It's certainly not a sports car. I have my deceased father's old 1955 MG TF and, although the design of that is a couple of decades earlier, it feels like a racing car compared to the Ghia. Driving it is like captaining a boat, it sways around, and the braking is really not up to much. It doesn't haul itself up hills with gusto, but it gets there in the end. It's the extra weight, you can really feel the difference over a Beetle, it's just a heavier car, with more overhang all round.

"It's characterful though, and it puts a smile on your face, and the car's design is just wonderful.

"Having said all that, I should probably change the shock absorbers, as I suspect they're still the originals, and it's not really fair to judge it today against it as a new car in 1960."

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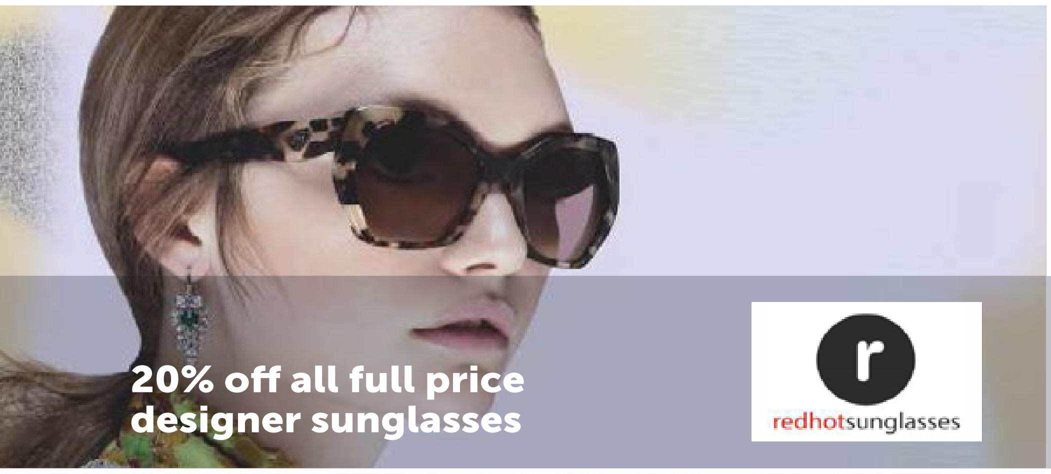

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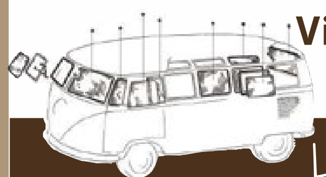

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Under the skin

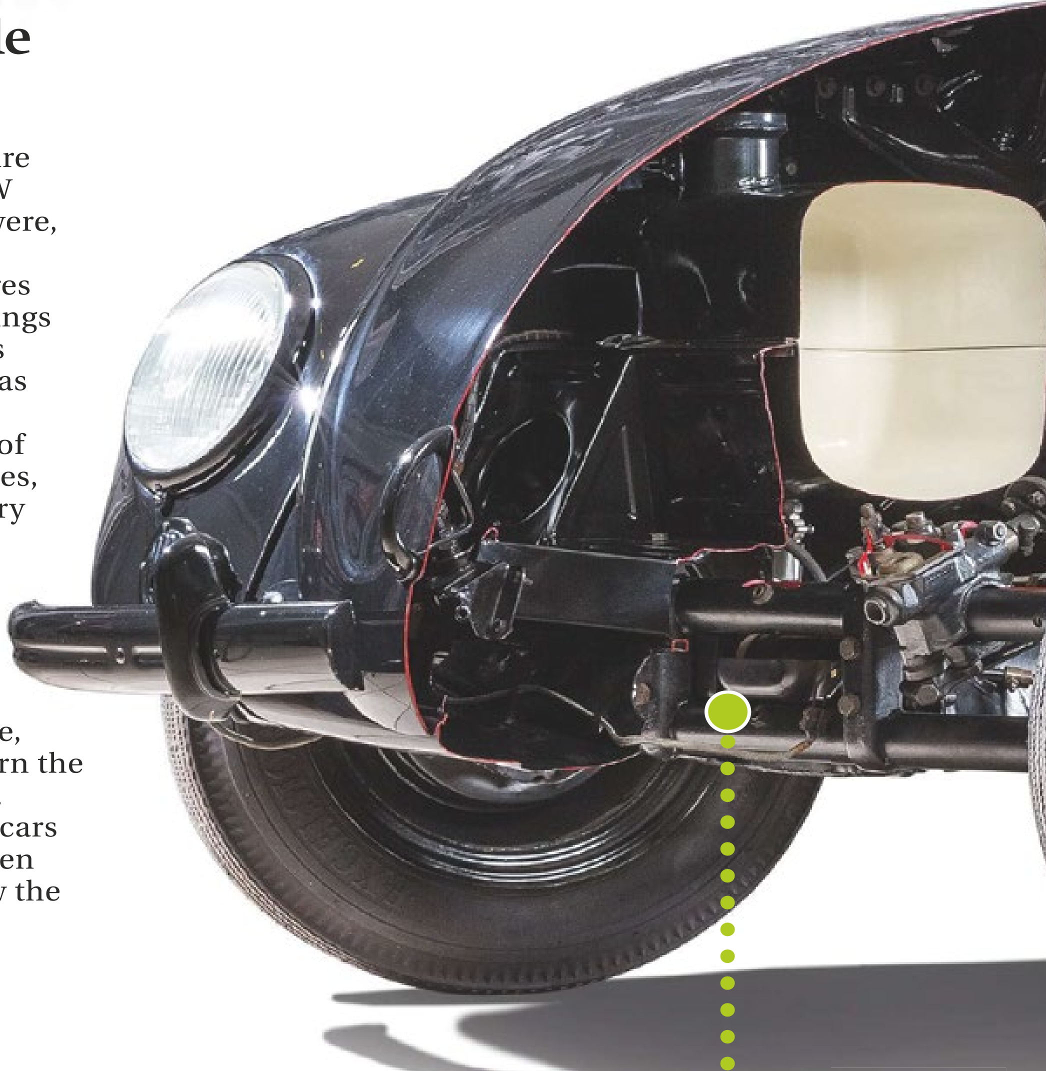
Want to know how a Volkswagen works? Here, thanks to VW Heritage and Volkswagen itself, we take a look at the inner working of a 1949 Beetle

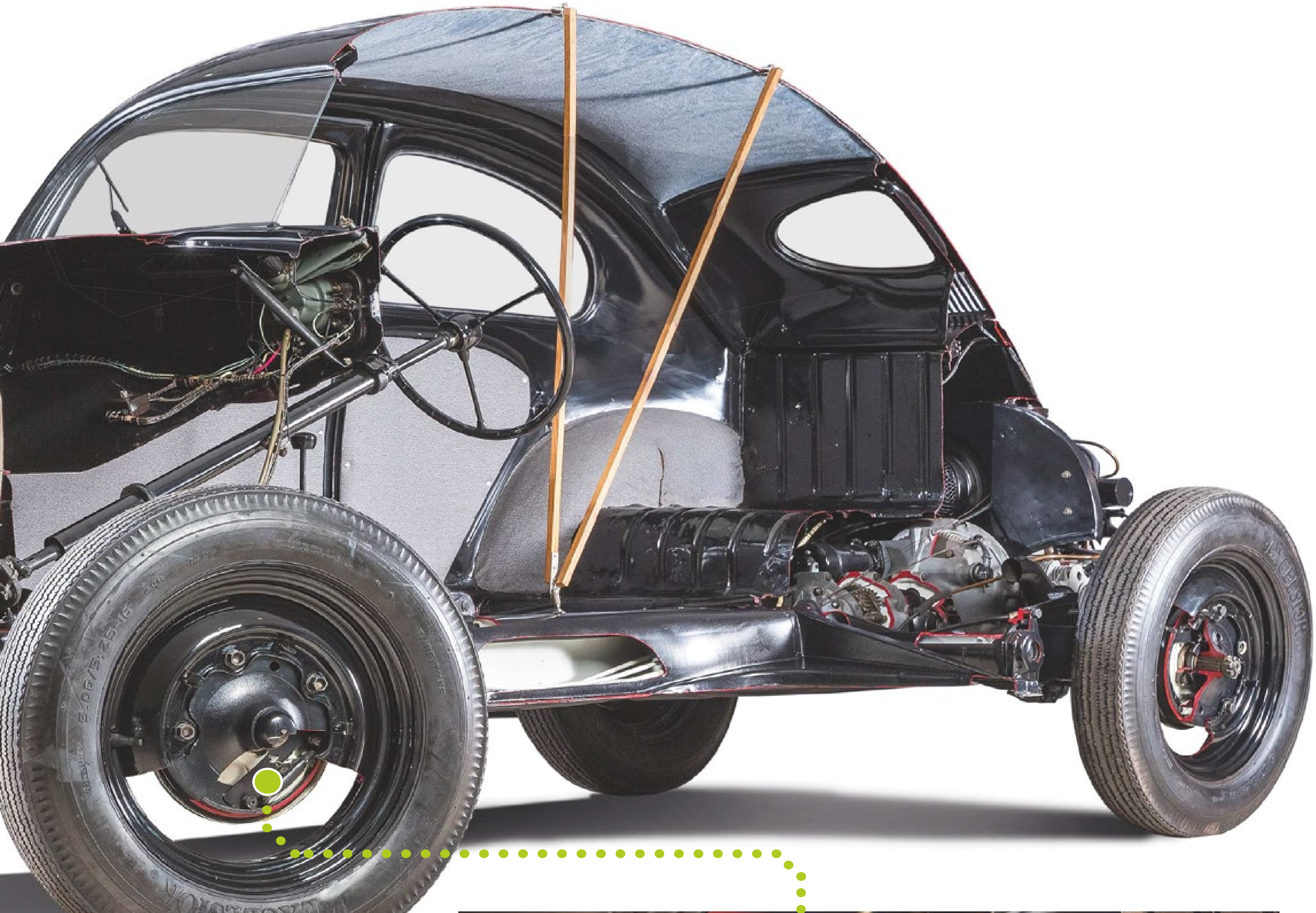
Words Matt Keene **Photos** Dan Pullen

Browse through any early Volkswagen brochure and you will get a sense that not only did VW want to show you just how great their cars were, but how simple they were to maintain, too. Early Volkswagen – and indeed KdF brochures – typically contain beautiful cut-away drawings and exploded diagrams of mechanical items with concise explanations of how things work. The message was simplicity, rugged build quality and, above all, affordability.

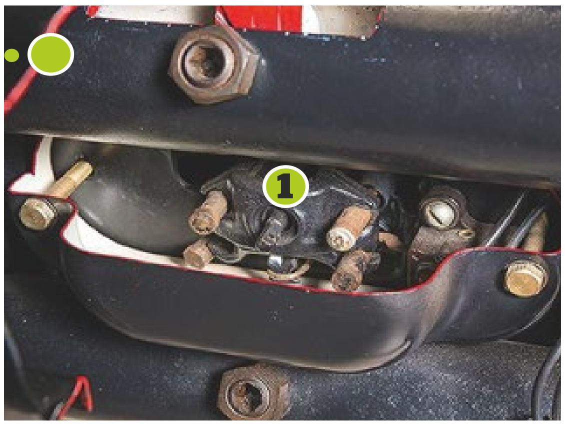
Starting in the 1940s, VW made the decision to supply some of their own service institutions, as well as major technical colleges, with full size, cut-away versions of the company's contemporary road cars for educational purposes. They took finished cars straight off the production line and cut the body down the middle, whilst leaving the chassis semi-intact so they could still be moved around on all four wheels. Select mechanical components were then cut away to reveal their inner workings. All mechanical components remain fully operational: you can turn a wheel and watch the bearings move, engage a gear in the gearbox and watch the engine rotate or turn the engine over to watch the combustion cycle from start to finish.

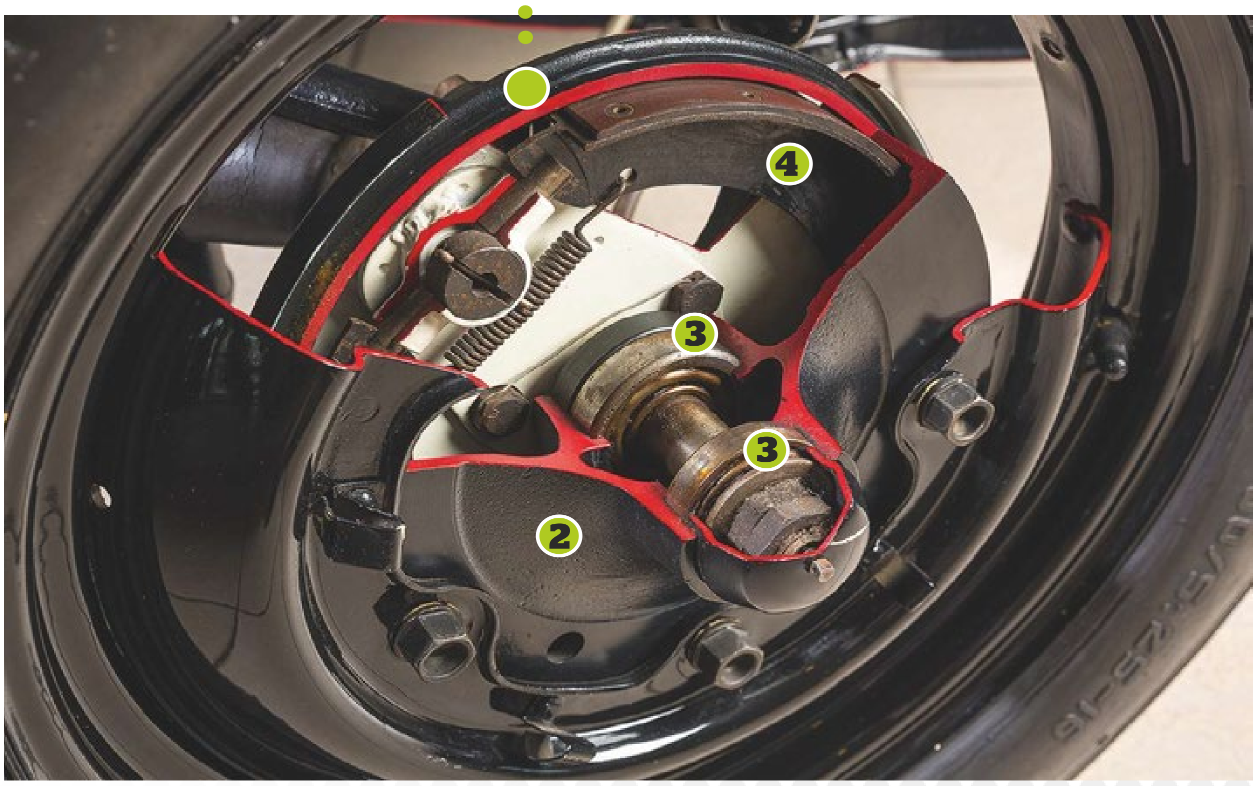
We were privileged to be able to show you one of these such cars at this year's *VolksWorld* Show. For those who may not have seen it there, here it is in detail, together with an explanation of how the principal components work. ■





BRAKES



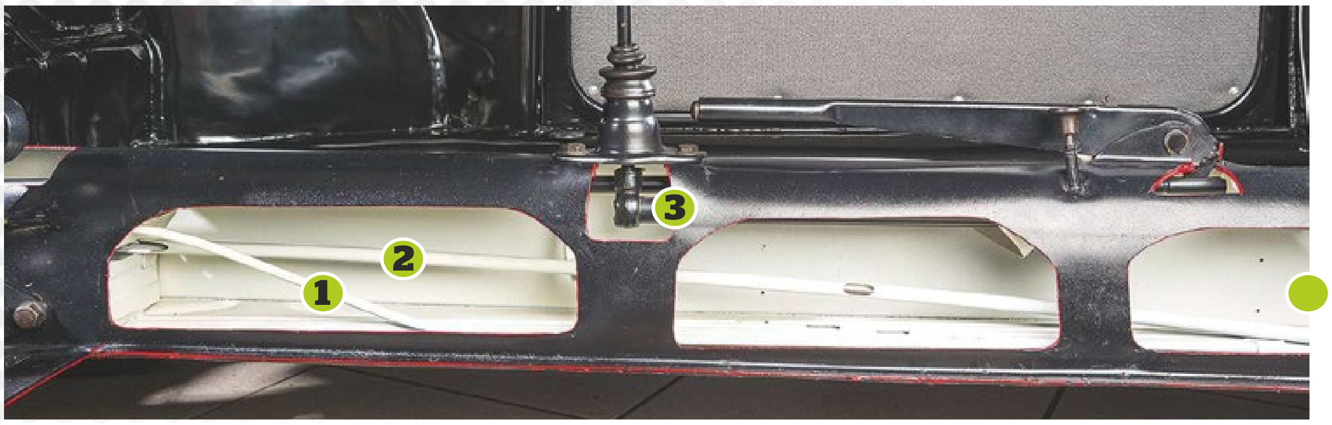


The braking system on a 1949 Beetle is operated by cables, rather than hydraulics. Between the two tubes of the front axle, attached to the framehead, is the central brake cable control mechanism ①. Here, the four brake cables meet and are actuated by a central rod, which moves forward when the brake pedal is depressed. Tension on the cables is adjusted via the central threaded rod – turning it anti-clockwise increases tension, clockwise decreases tension. On top of this, at each brake drum there is also provision for adjusting cable tension.

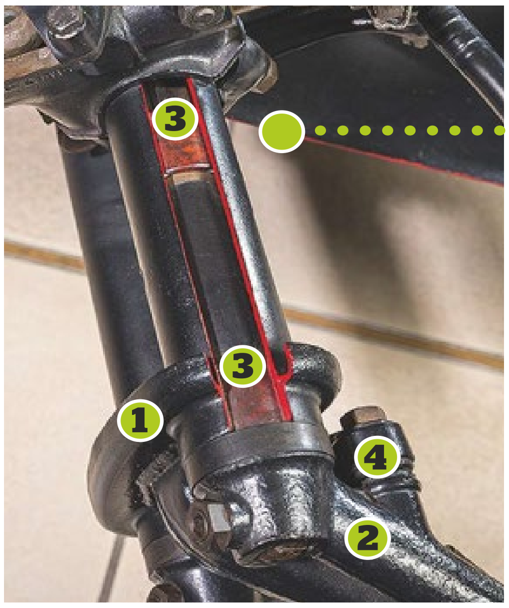
Turning our attention to the brake drum ② we can see it is attached to the stub axle (or spindle) by two bearings ③ and held in place by a pair of lock nuts. The brake drum is made of ductile cast iron, which has excellent strength with suitable friction qualities and heat tolerance. Just like the later hydraulic brake systems, a pair of brake shoes ④ press against the brake drum when the brake pedal is depressed. The friction generated is the stopping force, which ultimately slows the car.

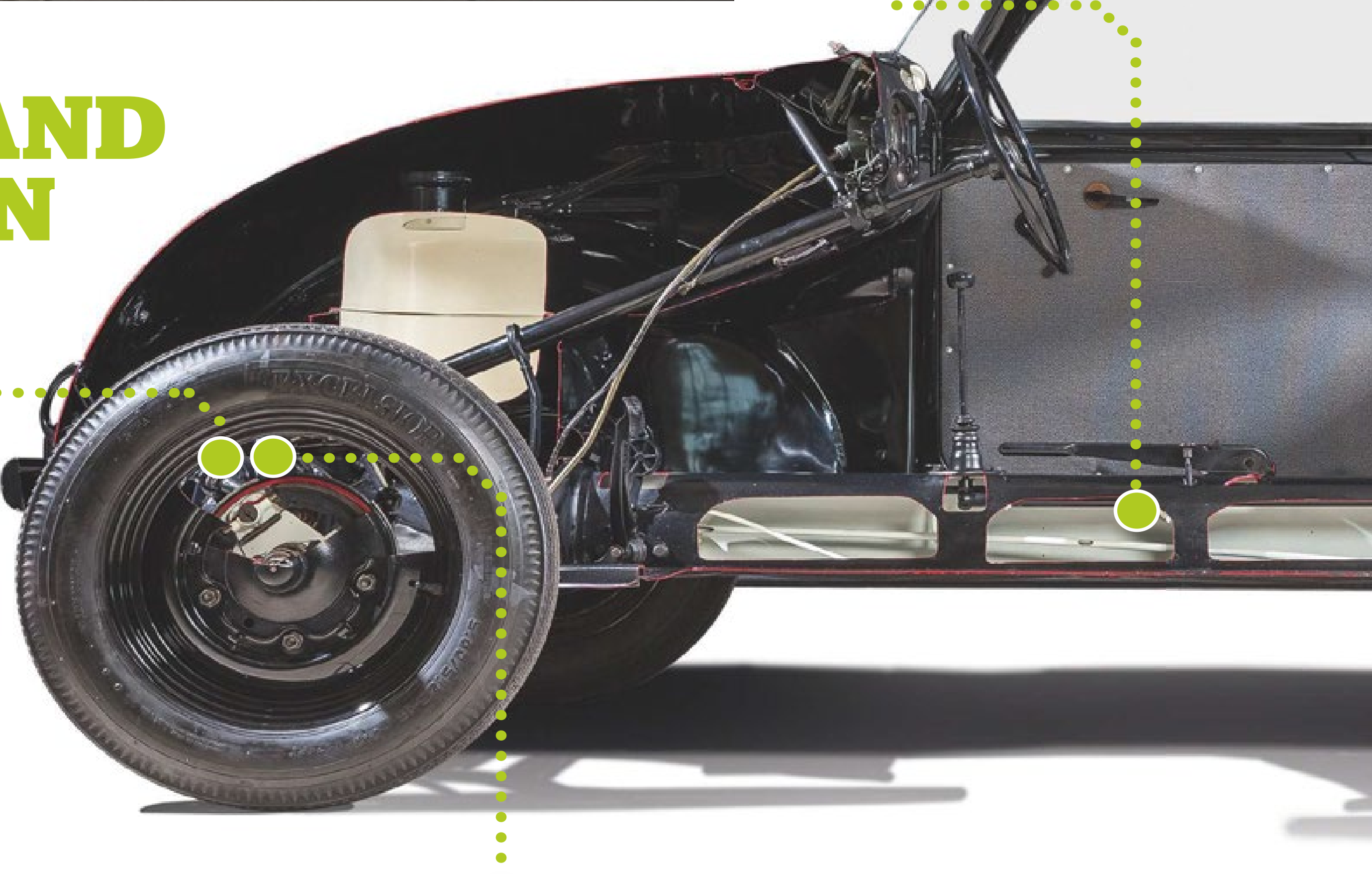
INSIDE THE SPINE

Within the central backbone of the VW chassis you will find various guide tubes (conduits) for the control cables and the gear shifter mechanism. The throttle cable conduit ① has a sharp arc to it, whereas the clutch cable ② follows a gentle curve on its way to the rear of the car. The gearshift mechanism ③ is a simple ball and socket with a support bushing further down the spine. When the gear shifter is moved back and forth, the gearshift rod moves in a corresponding fashion, actuating the selector rods within the gearbox.



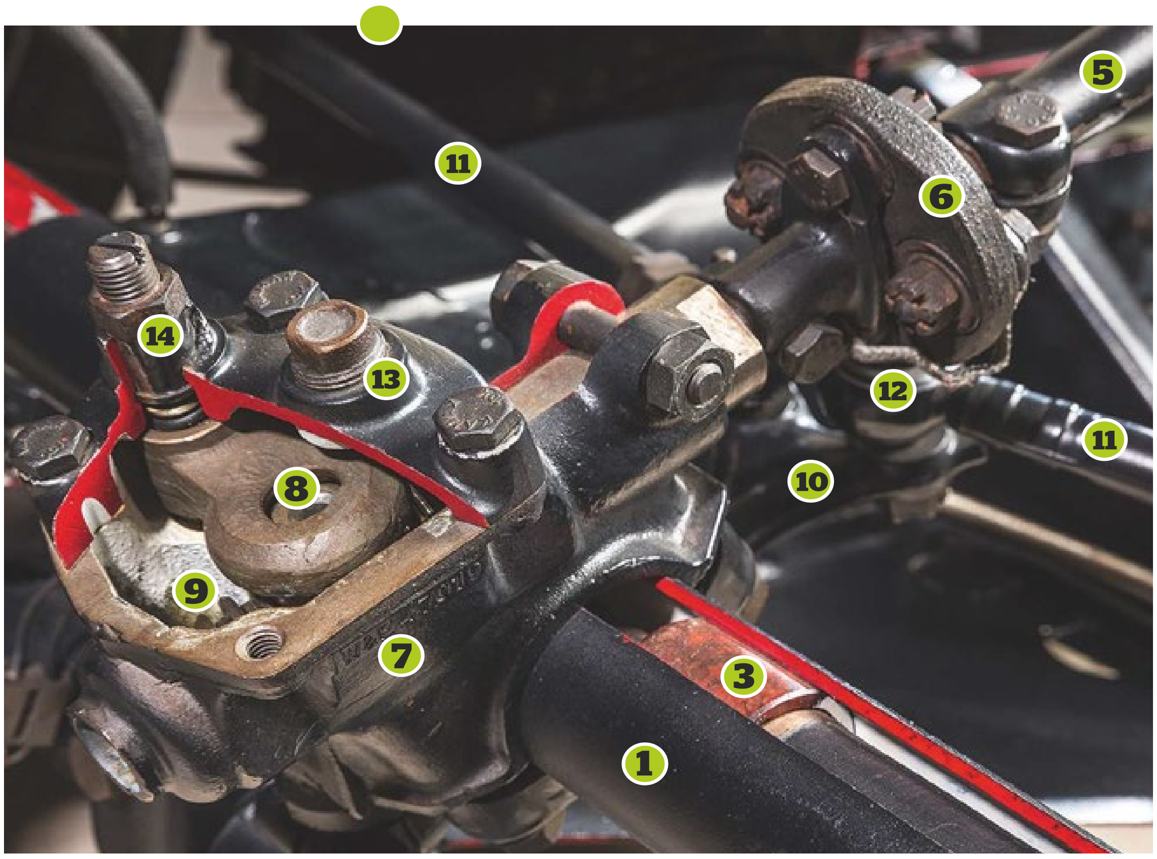
STEERING AND SUSPENSION

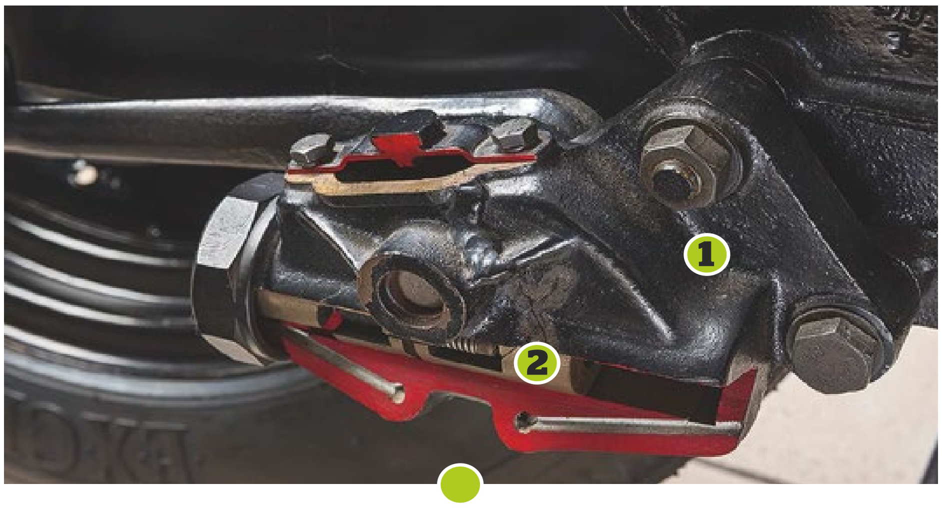




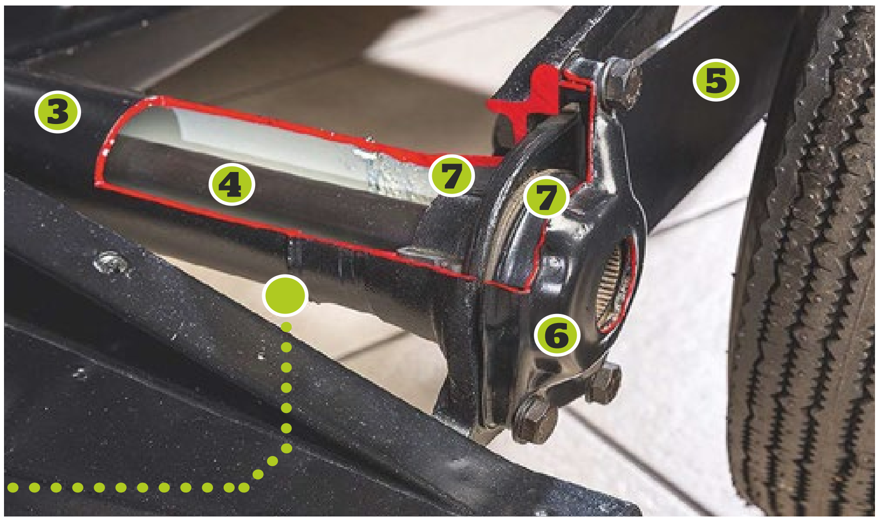
The front axle beam ① houses two stacks of leaf springs that, when actuated by the trailing arms ②, give the front suspension its springing effect. The trailing arms rotate within the axle beam via two bushes ③. These, and the entire inner workings of the axle beam, are lubricated by grease, introduced via grease nipples in each tube. The lever-type shock absorber is actuated by the upper trailing arm ② at point ④.

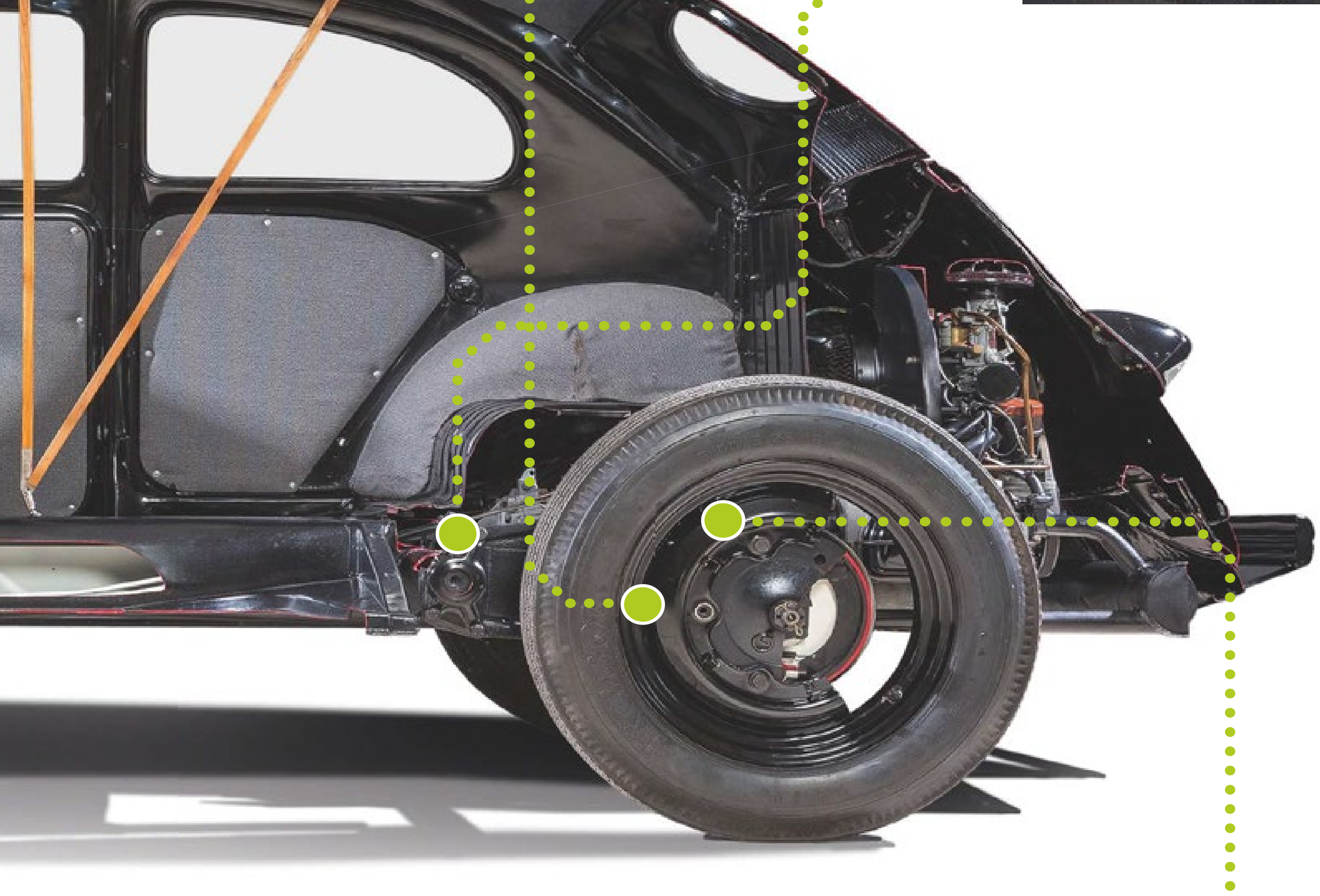
The steering mechanism is operated by the steering wheel, which in turn rotates the steering column ⑤. Attached to the steering column is a rubber coupling ⑥, the purpose of which is to isolate road noise and vibration. The steering box ⑦ mounts to the axle beam ① and houses a gear mechanism. To lubricate this it is filled with gear oil and can be topped up via the threaded plug ⑬ (a small amount of backlash in the steering box can be adjusted by turning the adjuster screw ⑭). When the steering wheel is turned the steering lever shaft ⑧ rotates, which moves the peg shaft ⑨. Attached to the peg shaft is the drop arm (Pitman arm) ⑩, to which two track rods ⑪ are attached. At each end of the track rod is a balljoint ⑫, nominally called a track rod end (or tie rod end in America). The movement of the track rods back and forth turns the front road wheels.





REAR SUSPENSION



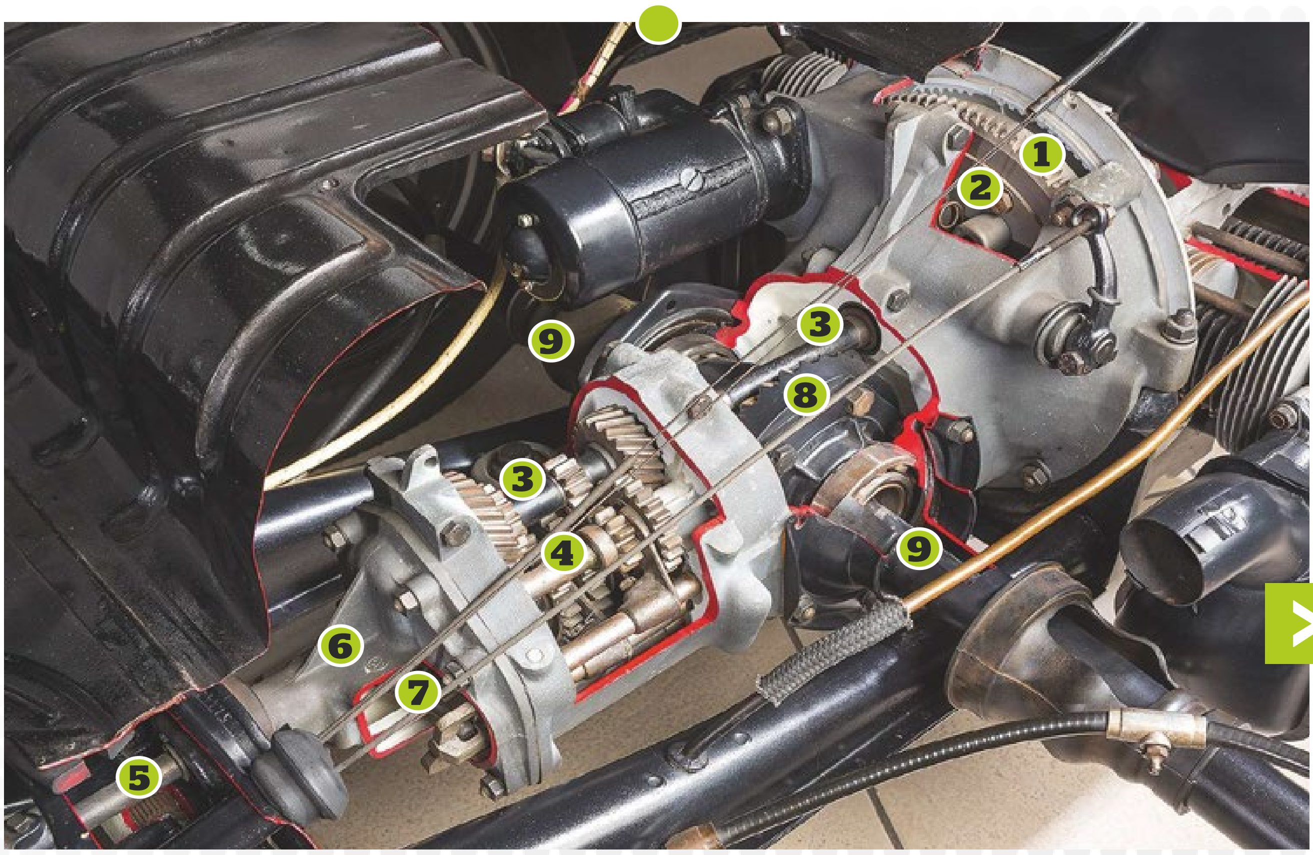


Attached to the rear torsion bar housing is the lever-actuated shock absorber ①. Within the shock absorber are two pistons ② that move longitudinally with the movement of the lever arm. These pistons displace oil through various ports, giving a damping effect. The size of the port, or hole, dictates the damping effect: the smaller the hole, the greater (stiffer) the damping effect. VW choose a medium-sized orifice to give a good balance between firm and soft damping.

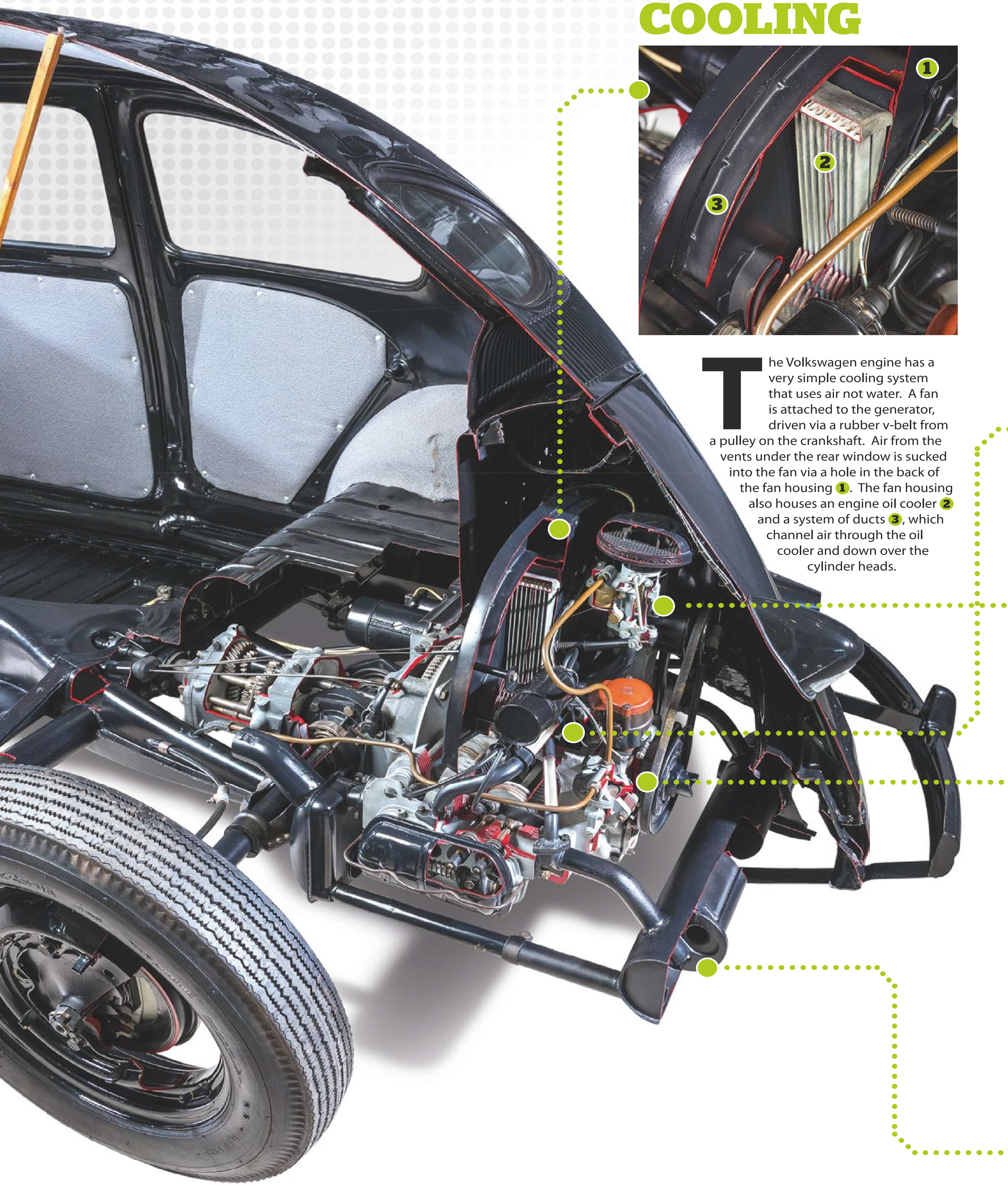
The torsion bar housing ③ is welded to the central spine of the chassis. Within the housing is the torsion bar (one on each side of the car) ④. This is a solid bar made of spring steel with splines on either end. The outer end attaches to the spring plate ⑤ and when the car goes over a bump that moves the wheel upwards, the energy is transferred, via the spring plate, to the torsion bar, which twists to absorb movement and gives a spring effect. Within the torsion bar end cap ⑥ resides two heavy duty rubber grommets ⑦ that serve to isolate road vibrations from the chassis.

GEARBOX

Power from the engine is transmitted from the flywheel ① via a clutch friction and pressure plates ②. When engaged, this rotates the input shaft ③, to which are attached the fixed forward input gears (in a VW's case, first, second, third and fourth). Adjacent to this is a second shaft with the sliding output gears ④ that are selected by movement of the gear stick. The transmission shift rod ⑤ resides in the gearshift housing (nosecone) ⑥ and moves the upper and lower selector rods, via the hockey stick ⑦. Drive from the gears is then transmitted to the differential via the pinion, which meshes with the crown wheel ⑧ and transfers the fore and aft motion of the gearbox into transverse motion that turns the axles ⑨ and in turn the wheels.



ENGINE COOLING

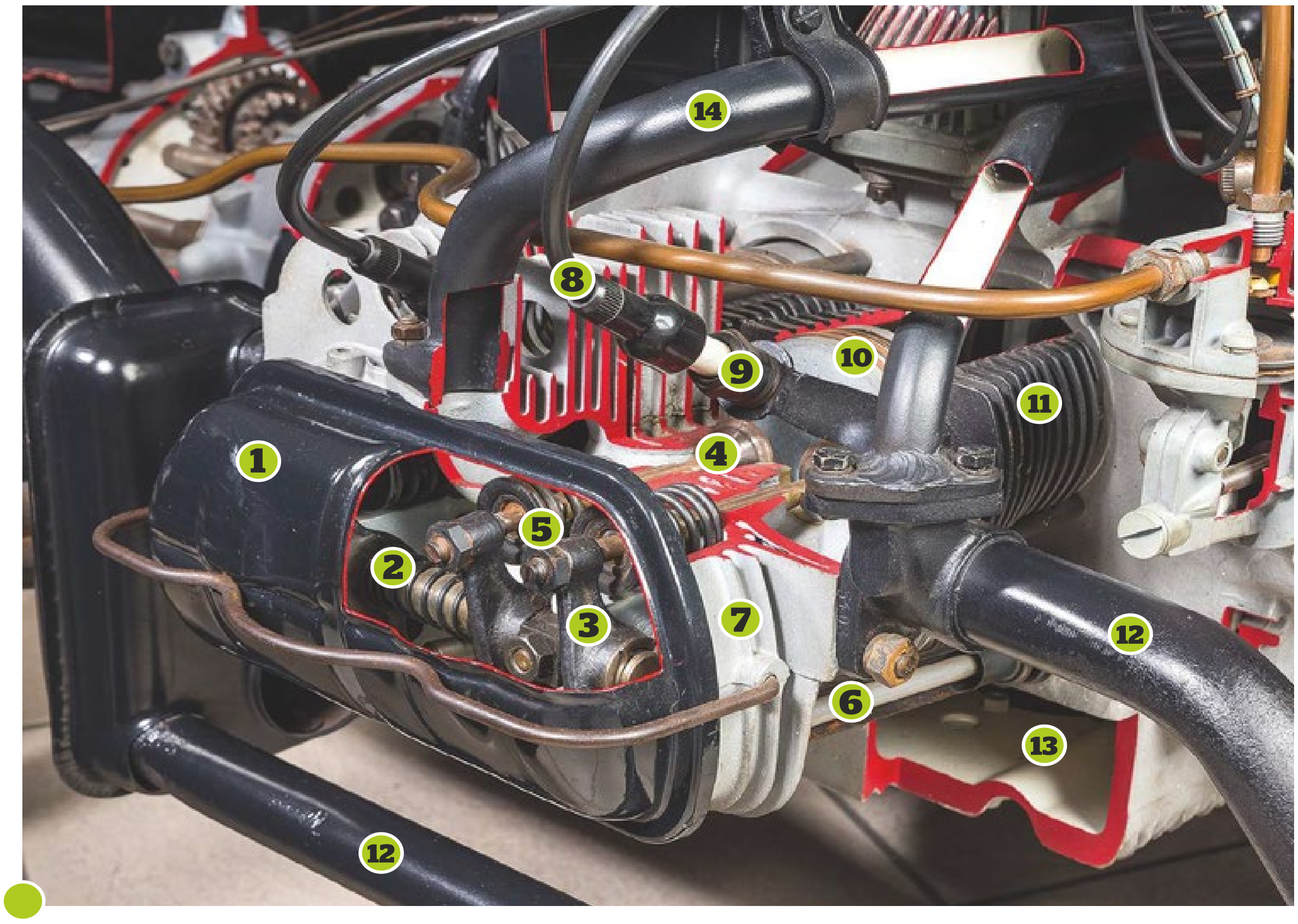


The Volkswagen engine has a very simple cooling system that uses air not water. A fan is attached to the generator, driven via a rubber v-belt from a pulley on the crankshaft. Air from the vents under the rear window is sucked into the fan via a hole in the back of the fan housing ①. The fan housing also houses an engine oil cooler ② and a system of ducts ③, which channel air through the oil cooler and down over the cylinder heads.

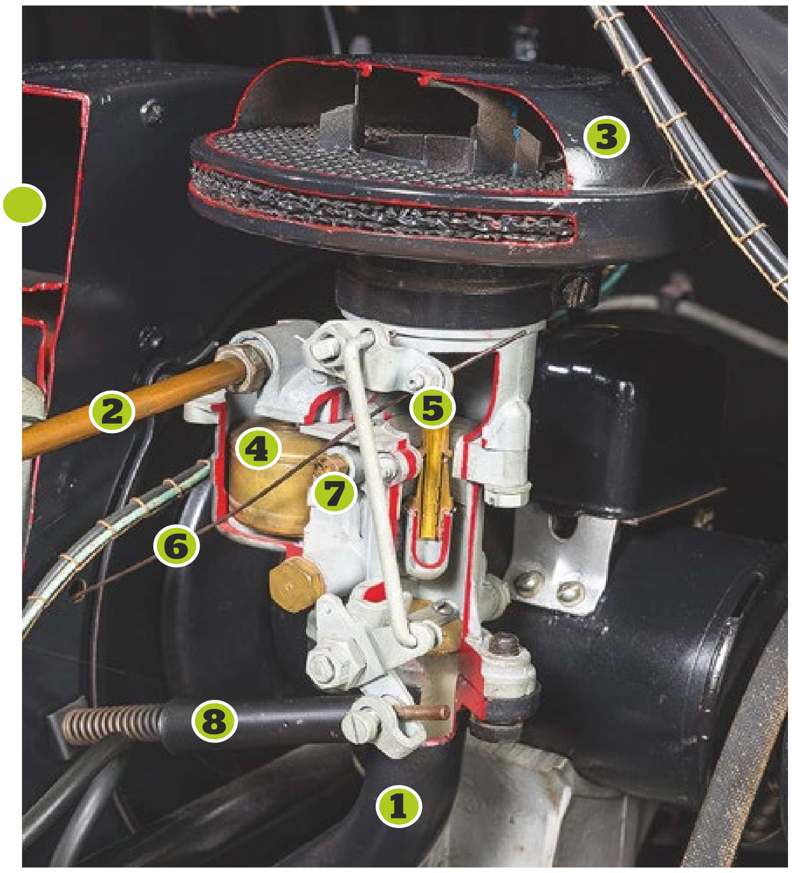
ENGINE

The horizontally opposed, four-cylinder Volkswagen engine (in this case an 1131cc unit) is a pushrod-operated overhead valve design with the valvetrain located beneath the rocker covers ①. The rocker shaft ② houses the rocker arms ③ which, in turn, operate the valves ④. The valves are secured by a spring, retainer and collet system ⑤. A pushrod ⑥ operates on the lower part of the rocker. The cylinder head ⑦ is made of cast aluminium and has several external cooling fins.

Ignition comes from a distributor and travels via a high-tension lead ⑧, to a spark plug ⑨. The piston ⑩ travels up and down in the cylinder ⑪, which has many cooling fins to dissipate heat. Spent exhaust gasses are transferred to a silencer via exhaust tubes ⑫. The crankcase ⑬ holds 2.5 litres of engine oil. Fuel and air are fed from the carburettor to the inlet manifold ⑭ and into the cylinder head via the inlet valves.

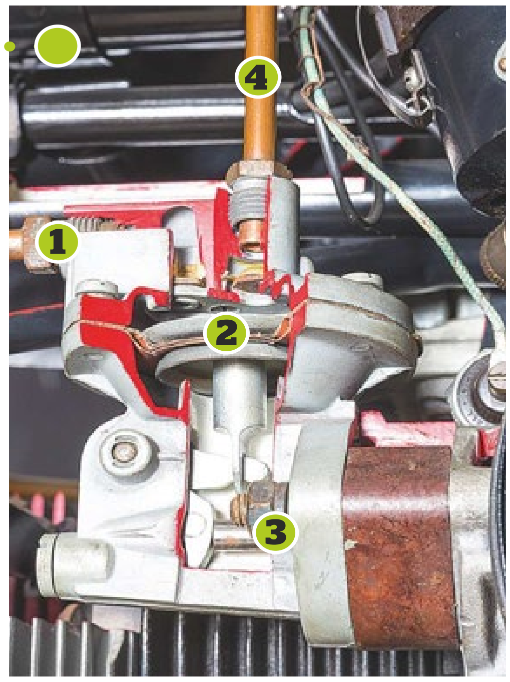


CARBURETTOR



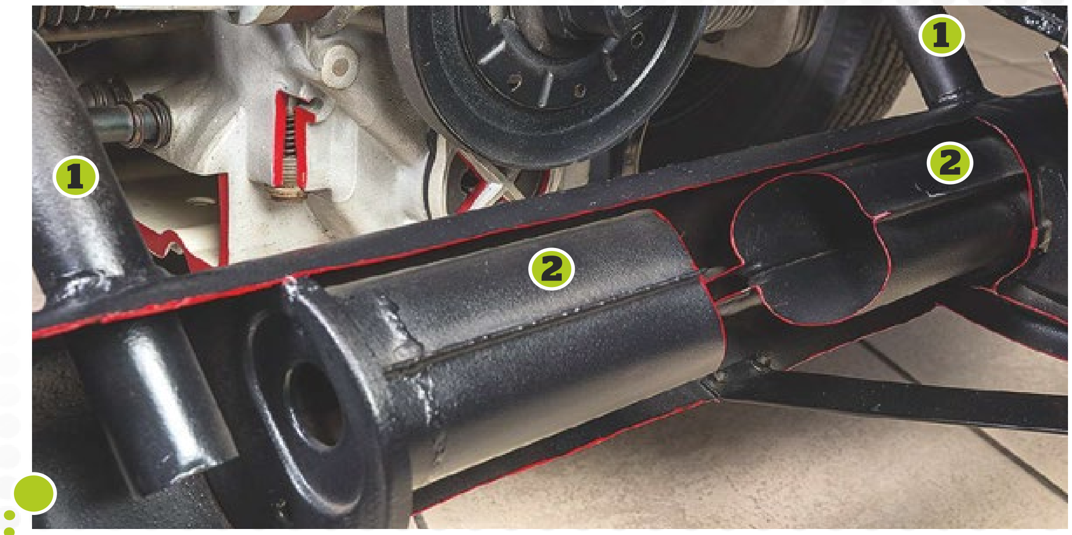
The carburettor sits on top of the inlet manifold ①. Fuel enters the downdraft Solex carburettor via the fuel pipe from the fuel pump ②. Air is drawn into the carburettor via an air filter ③. Within the carburettor is a float valve ④, which controls the incoming fuel via a needle valve. A simple choke mechanism ⑤ serves to enrich the air / fuel mixture for cold starts and is operated from the dashboard via a cable ⑥. The idle jet ⑦ controls the fuel and air circuit for the slow running phase of engine rpm. A simple butterfly valve allows air and fuel into the inlet manifold and is operated by a throttle cable ⑧.

FUEL PUMP



Fuel is stored in the fuel tank under the bonnet. It enters the fuel pump via a series of solid and flexible fuel lines ①. A simple diaphragm mechanism ② is operated by a crank-gear driven pushrod ③. Fuel is pushed under pressure out of the fuel pump via a fuel pipe ④ to the carburettor.

EXHAUST



Spent exhaust gasses exit the cylinder heads via exhaust tubes ① to the silencer. Within the silencer are baffle chambers ② that serve to reduce noise. A single tail pipe exits the silencer, allowing waste gasses a passage to escape into the environment.

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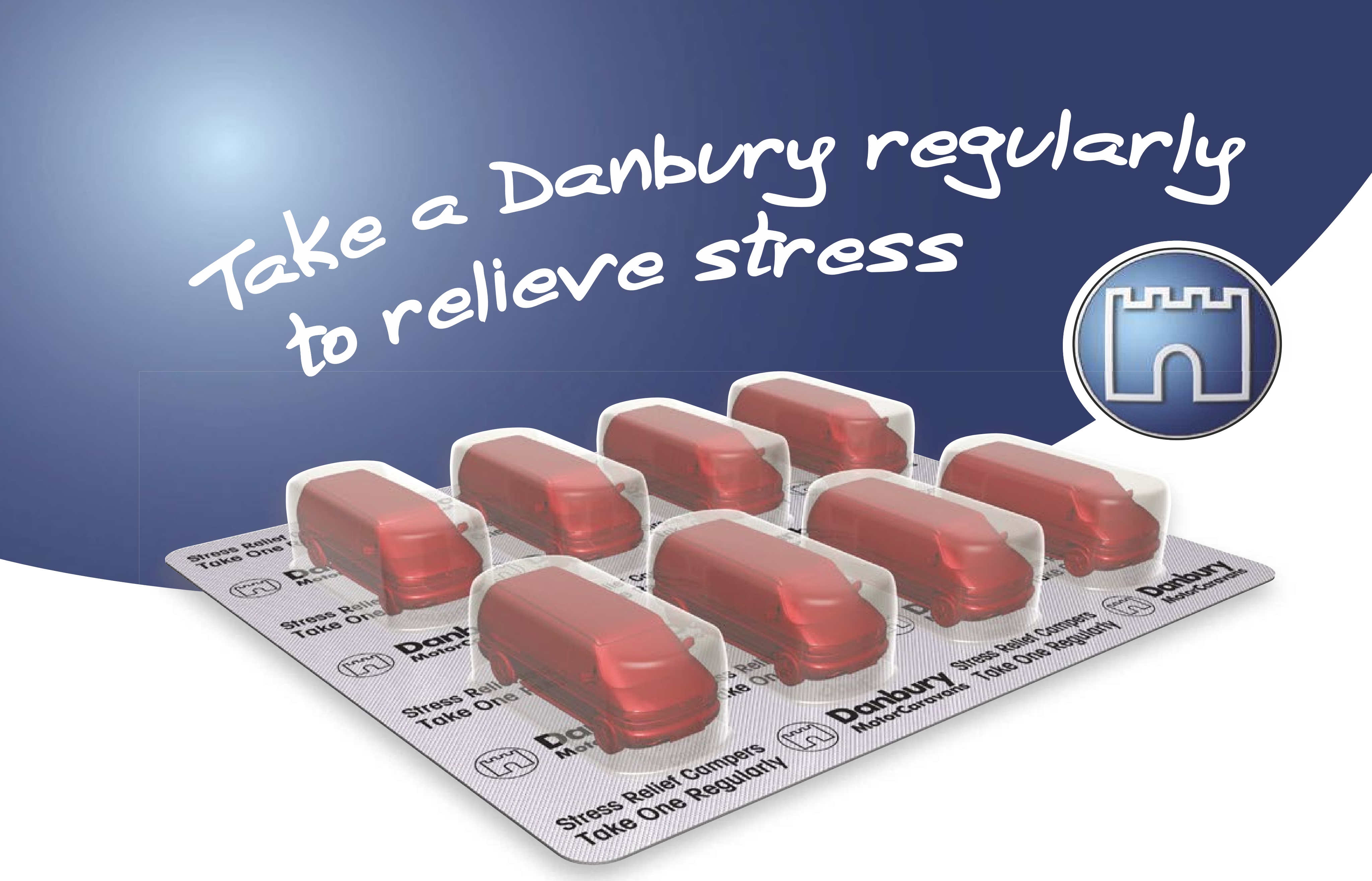
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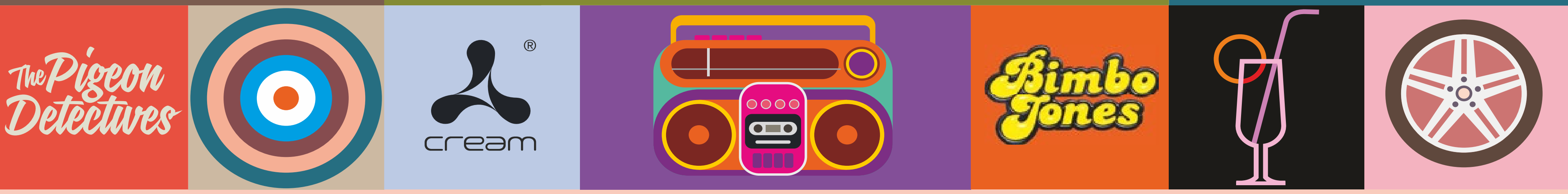

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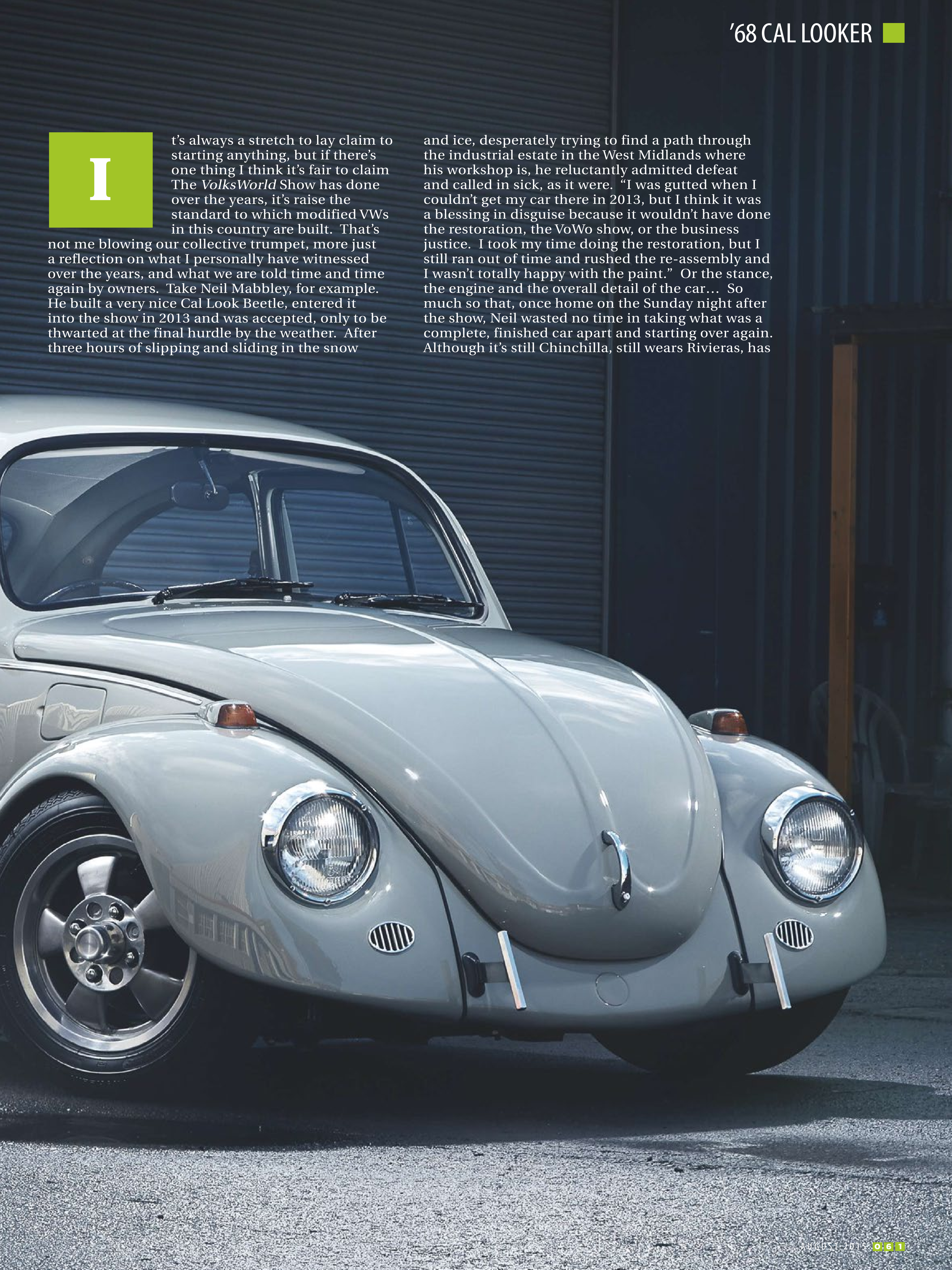
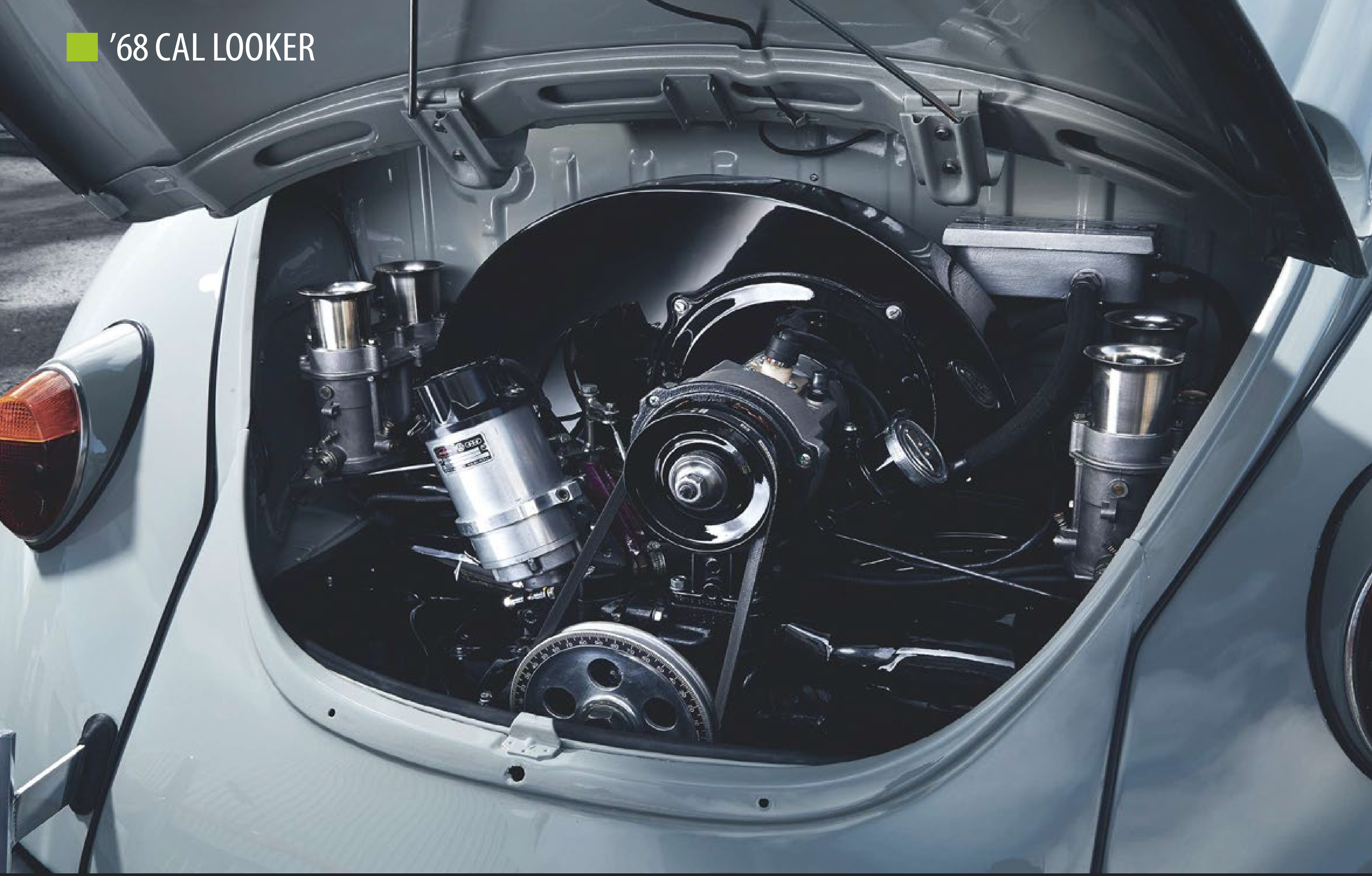
Do it right, do it, er, twice

Finishing any restoration is commendable, but no sooner had Neil Mabbley completed this car than he took it all apart and did it again

Words Mike Pye **Photos** Dan Du Cros

It's always a stretch to lay claim to starting anything, but if there's one thing I think it's fair to claim The *VolksWorld* Show has done over the years, it's raise the standard to which modified VWs in this country are built. That's not me blowing our collective trumpet, more just a reflection on what I personally have witnessed over the years, and what we are told time and time again by owners. Take Neil Mabbley, for example. He built a very nice Cal Look Beetle, entered it into the show in 2013 and was accepted, only to be thwarted at the final hurdle by the weather. After three hours of slipping and sliding in the snow and ice, desperately trying to find a path through the industrial estate in the West Midlands where his workshop is, he reluctantly admitted defeat and called in sick, as it were. "I was gutted when I couldn't get my car there in 2013, but I think it was a blessing in disguise because it wouldn't have done the restoration, the VoWo show, or the business justice. I took my time doing the restoration, but I still ran out of time and rushed the re-assembly and I wasn't totally happy with the paint." Or the stance, the engine and the overall detail of the car… So much so that, once home on the Sunday night after the show, Neil wasted no time in taking what was a complete, finished car apart and starting over again. Although it's still Chinchilla, still wears Rivieras, has





2276cc motor is straight out of the old school rule book. 48IDAs on short manifolds are worked by an original DDS linkage and a fat ignition spark comes from a Ronco (Vertex) magneto, held tight by a Jaycee clamp

the same interior and is powered by ostensibly the same 2276cc engine, it is, to all intents and purposes, a newly restored car. Neil: "I took the body back off the floor, re-prepped and painted the chassis, and re-prepped the body, but this time instead of painting it myself, I had it painted in a proper booth. It's madness, I know, but I spent hours colour sanding the floorpan, knowing I was going to cover it all up with carpet. I also narrowed the front beam two inches – not because I wanted a narrowed beam, but just to bring the wheels in to where I wanted them – re-did all the tinware on the engine, made a new wiring loom from scratch, and polished and chromed loads of bits, like the back of the speedo, and the front brake lines. Pointless really – on a car you're going to use anyway – but you get carried away, don't you?"

> **"In my heart I always wanted IDAs"**

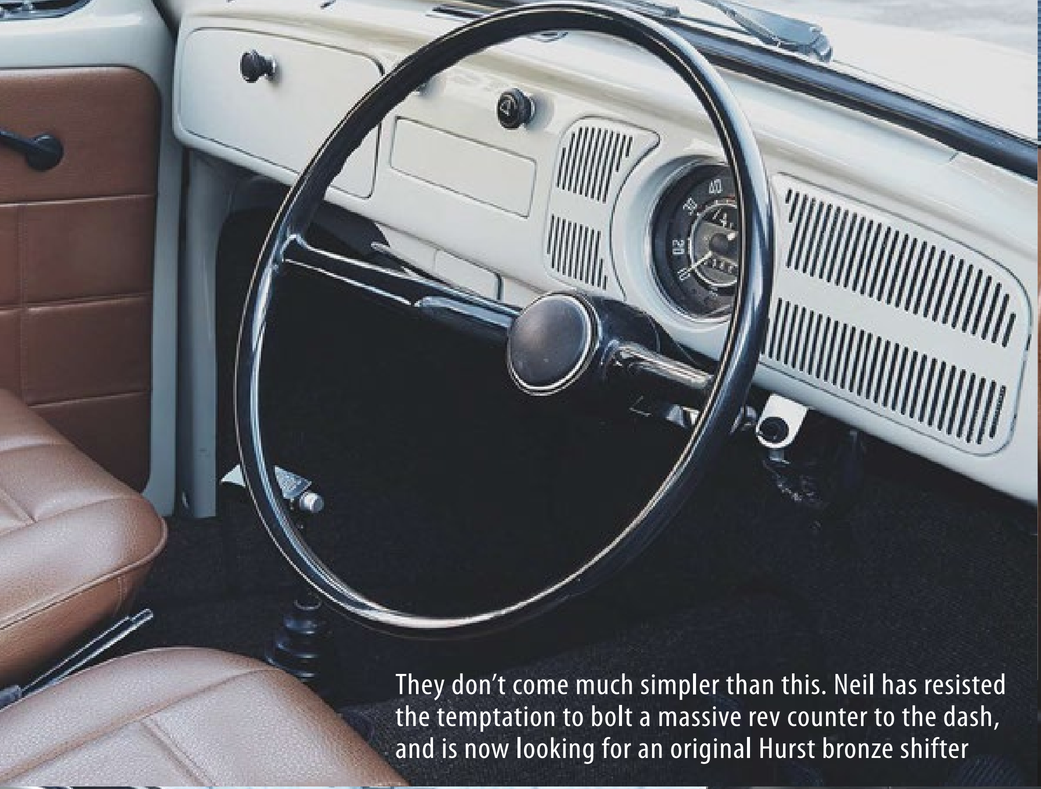
Cheers dad

Before we return to the car's 2014 debut, let's go back to the beginning, to somewhere just after the turn of the 20th century. "This was actually my first car," recalls Neil. "It's the car I learnt to work on VWs on. I probably shouldn't have bought it in all fairness, as it was pretty much the first one I went to see. My mum and dad came with me to look at it, and dad drove it home. I used it like that for a couple of years, got it through its first MoT, er, through a mate, but then at the second MoT it needed everything. The bloke I bought it from had 'done it up' for his missus, but it was a proper bodge job – heater channels welded to the floor and everything. To be honest, the colour was probably the best thing about it."

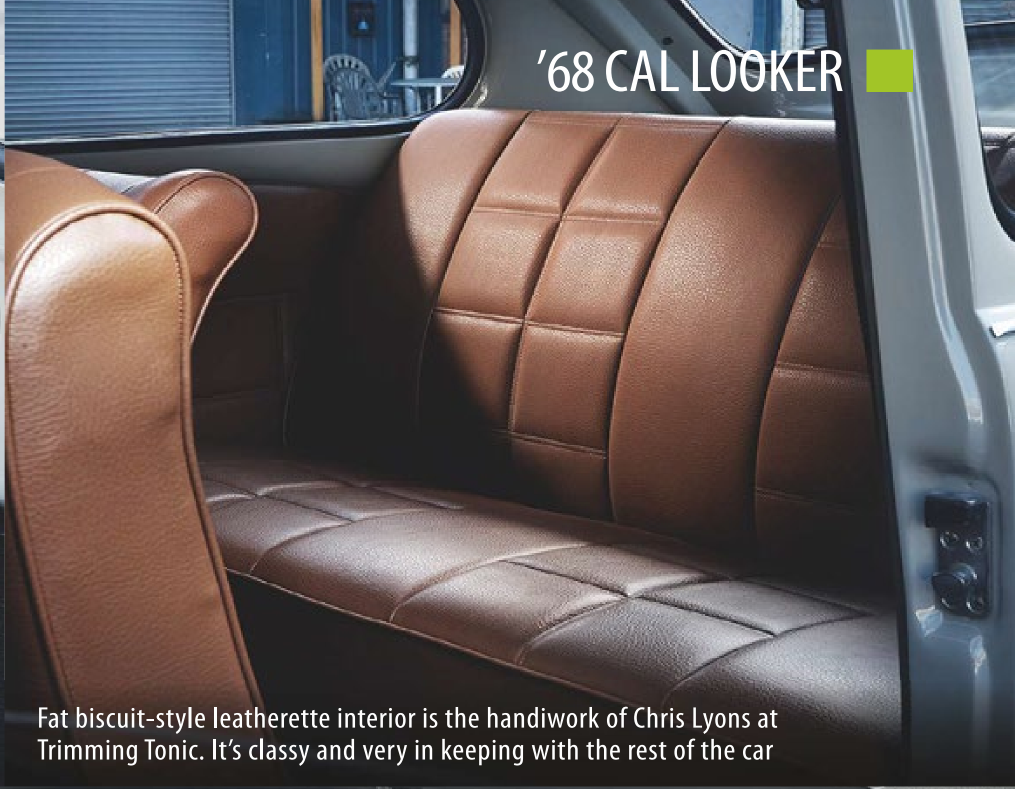
In fact, it needed so much work, another project Beetle – a '67 this time – was bought from a local Lichfield VW club member, Dean '50' Bradley, to replace it. "I had the '67 as my daily driver while I was at uni, and restored the '68 on my parent's drive at home. I wouldn't really class it as a resto these days mind, but I replaced the heater channels and did all the usual welding needed to keep it on the road." It was around this time that Neil had his epiphany. "I was studying business IT at uni, but realised I was really enjoying doing the work on the car, and was much more interested in that than studying for my course." So, three years of fun, one wasted degree later, Neil started looking for work as a web designer. Coming up against a saturated marketplace, he made the brave decision to set up in business doing what he loves. In partnership with VWDRC stalwart, Rich Jones, Retro Performance was born. The business has morphed into Retro Restoration and Performance, with Neil taking on the lion's share of the resto work, and Rich being more the performance side of the equation, but you can see their joint interests at play in this car.

So, after that first DIY resto, the pro resto was a bit more of an involved affair. The body and 'pan were separated properly this time and a cache of genuine VW panels amassed, some from eBay or Volkszone, but most *hecho en Mexico*, as they say at VW Heritage. There was to be no patch repairs this time, if a part of the body wasn't up to scratch, it came off. Take a deep breath. Starting at the front, that means the spare wheel well, both front quarters, front bulkhead, both heater channels, both heater channel closing plates, sections of the a-posts, both doors, rear crossmembers, rear inner wings / body mounts, the entire luggage tray floor and rear bumper mounts. Where decent quality panels weren't available, cut-out sections from a donor car were used – washer bottle recess, rear valance, parts of the a- and b-posts, the radio aperture in then dash and a large chunk of the offside rear quarter where the car had sustained some previous accident damage.

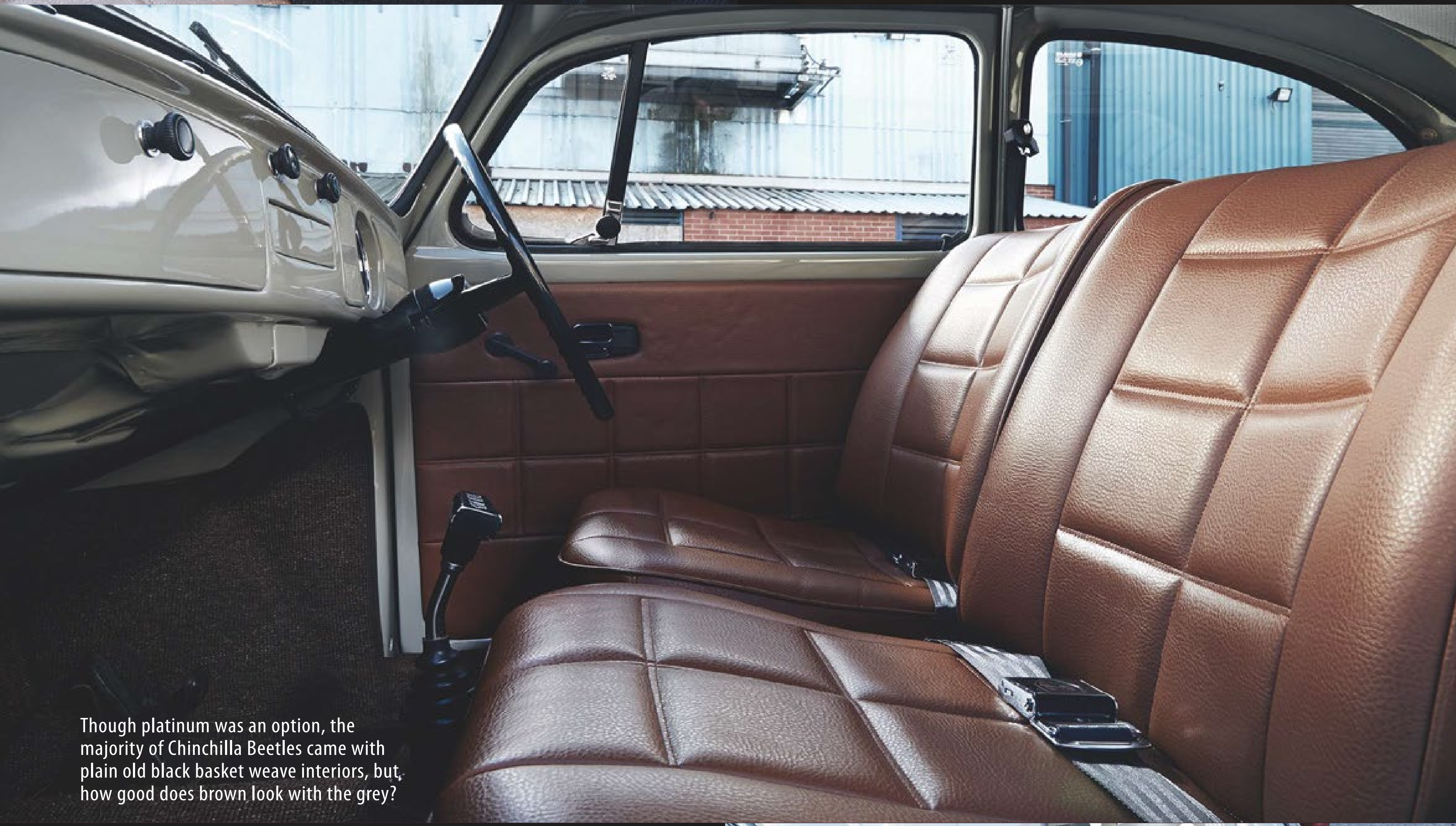
The 'pan didn't escape the treatment



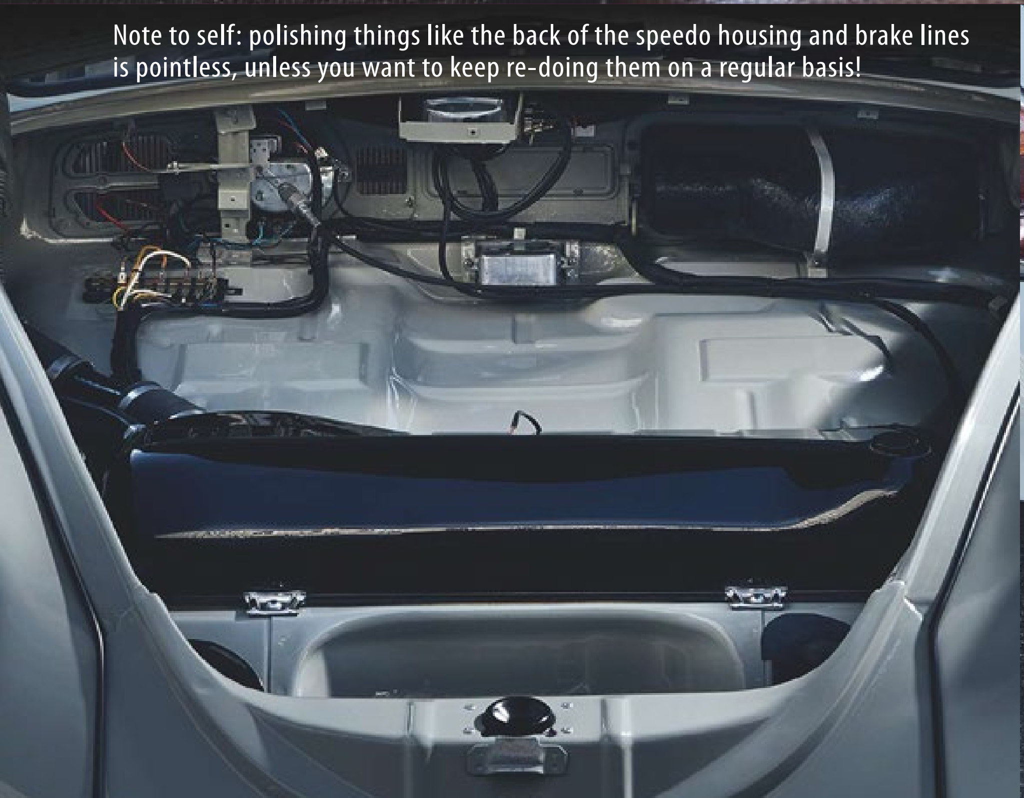
They don't come much simpler than this. Neil has resisted the temptation to bolt a massive rev counter to the dash, and is now looking for an original Hurst bronze shifter



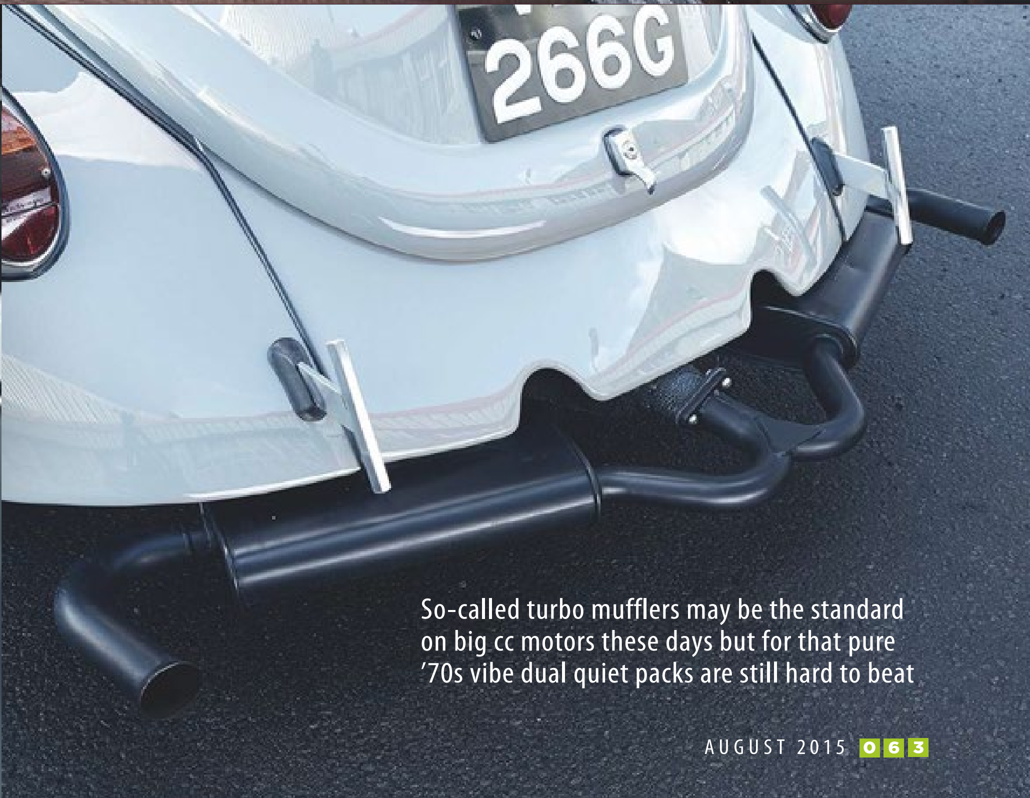
Fat biscuit-style leatherette interior is the handiwork of Chris Lyons at Trimming Tonic. It's classy and very in keeping with the rest of the car



Though platinum was an option, the majority of Chinchilla Beetles came with plain old black basket weave interiors, but, how good does brown look with the grey?



Note to self: polishing things like the back of the speedo housing and brake lines is pointless, unless you want to keep re-doing them on a regular basis!



So-called turbo mufflers may be the standard on big cc motors these days but for that pure '70s vibe dual quiet packs are still hard to beat

either, being subjected to a new framehead lower panel, new front bulkhead and a pair of Wolfsburg West 'pan halves. Phew. "I wouldn't say it was any worse than any other typical British rot box car," says Neil summing up the work. I just figured this time it was a case of do it once, do it right."

Asked how he got on with the quality of the panels, Neil was positive: "The heater channel closing plates were genuine VW Germany, so were great. They took a while to find, mind, but in the end one came off eBay for £15, which was a total bargain, the other came from Volkszone. The VW Mexico stuff was all pretty good, and certainly a lot better than any of the repro stuff, but lots of the pressings are different, so I ended up modifying the offside front quarter, letting in the original fuel filler, and welding up a couple of bits on the bulkhead as it's made for a left-hand-drive car.

"If I have any regrets with the car, it's that I didn't put a whole new genuine rear quarter in but, other than that, I'm pretty much happy with it as it is now."

> "It's madness, I know, but I spent hours colour sanding the floorpan"

Base model roots

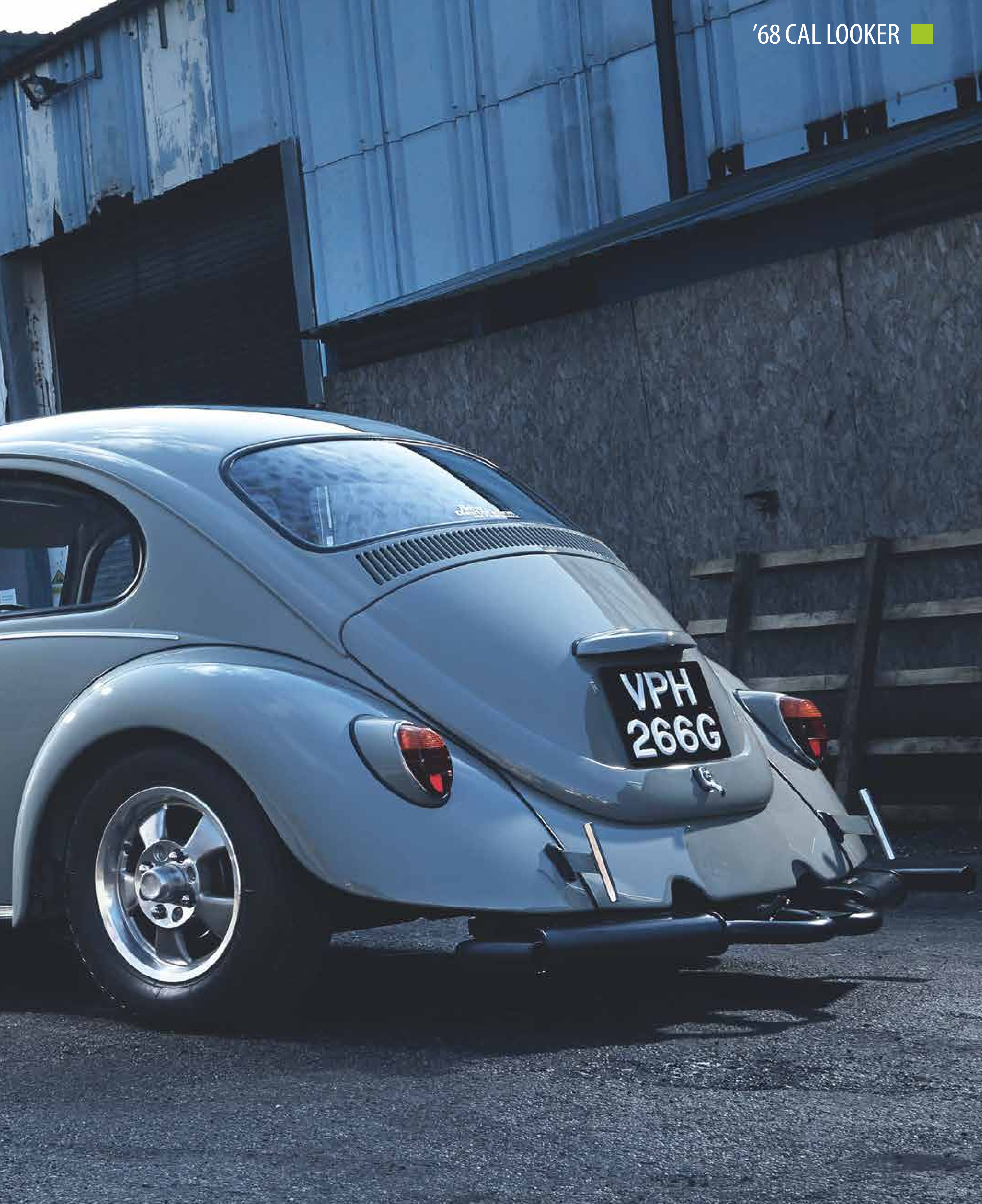
When it came to the style of the car, Neil decided to play on the car's base model roots, and combine them with his love of 1970's California Look cars. Years previously, he'd built a 1955cc (76 x 90.5) motor for his daily driver '67, and had kept it when he sold the car to put in the '68. It went through various iterations, at one point running fuel injection, then a turbo as well, but some of those parts were moved on to help fund the resto so, when it came to rebuilding it for the '68 it was in normally aspirated form with twin 45 Dell'Ortos. "I've done so many things, I lose track of where and when, but at some point I rebuilt it again, this time to 2276cc with 48 Dell'Ortos, but in my heart I always wanted IDAs."

Going back to when the car was debuted at The *VolksWorld* Show in 2014, Neil admits he still wasn't entirely happy with it: "I'd pretty much run out of money at that point, so couldn't make the changes to the engine I wanted to do, so it still had the 45DRLAs on it. I couldn't find any genuine bumpers, so used a repro pair, which I think let the car down. We also messed around with the rear suspension the night before the show, and as soon as we took my car off the trailer, the back settled down way too low for me. I was gutted because it didn't sit at all how I wanted it to."

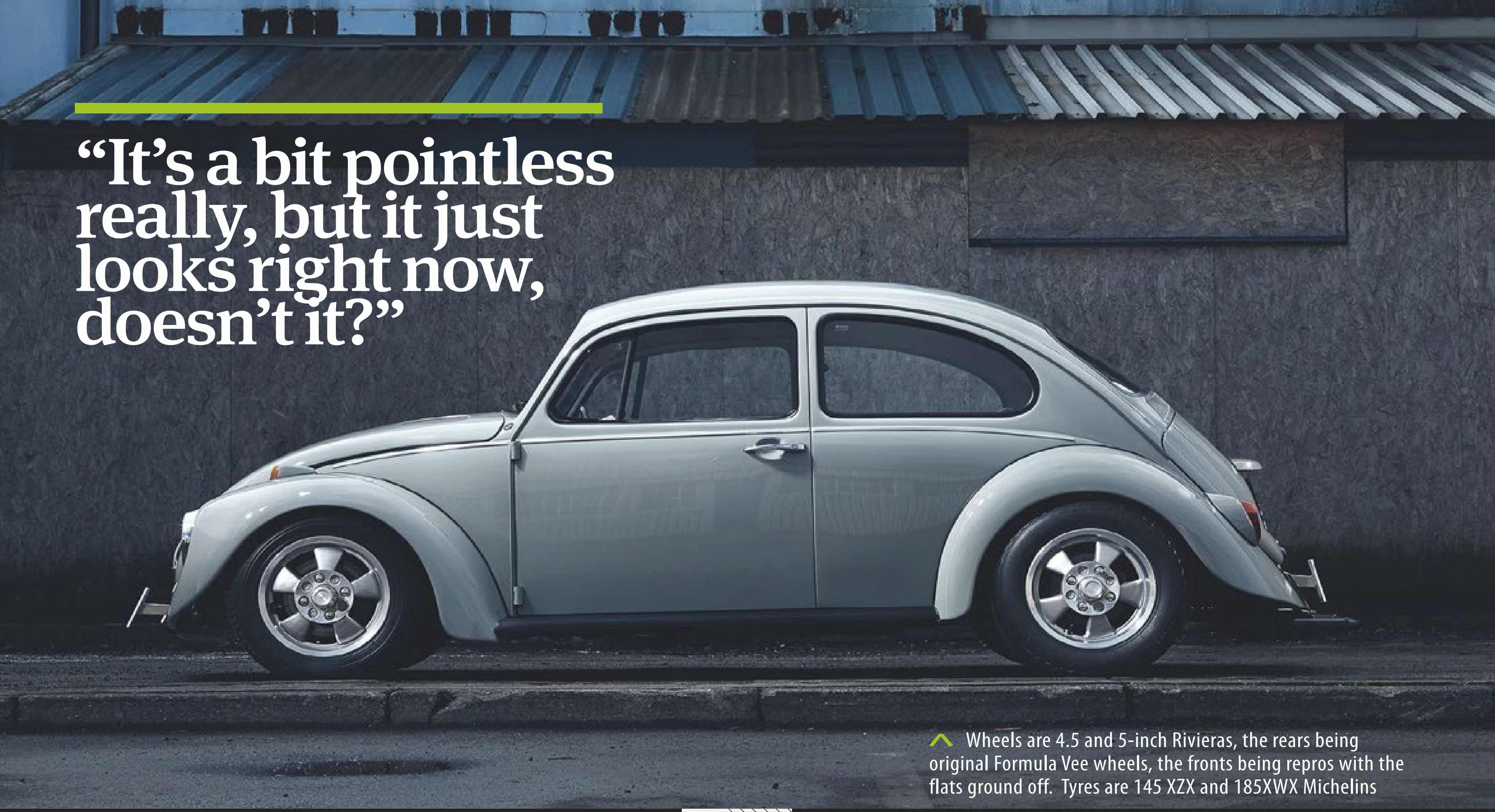
So it was back to the Midlands, and back to the drawing board again. Raising the suspension was free – it's now just marginally lower than stock at the rear, with a pleasing, nose-down stance. Changing the bumpers for ali hex t-bars didn't cost a lot. But changing the tyres to the Michelins he'd wanted all along and the planned engine upgrades were going to cost some wedge, so Neil started saving hard so he would be in a position to go when the right parts came along. "I wanted to make it more of a traditional '70's Cal

TECH INFO

BODY: 1968 1200 base model in L70F Chinchilla
INTERIOR: 'Fat biscuit'-style by Trimming Tonic; Berg shifter
ENGINE: 2276cc Type 1. CB 82mm crank; 8-dowel flywheel; CB Unitec rods; Mahle 94mm barrels and pistons; Engle FK8 cam; CB lifters; Manton pushrods; 1.4:1 rockers; Scat D-port heads (40 / 37.5mm valves); 9.8:1 CR
WHEELS AND TYRES: 4.5 and 5.5J Rivieras; 145XZX and 185XWX Michelins
SUSPENSION: 2-inch narrowed beam, dropped spindles, VW discs / drums; stock shocks



Late base model 1200s are great candidates for Cal Lookers due to the fact they came from the factory with trimless window rubbers, no badgesand minimal chrome. Neil now wishes he'd de-chromed the sides though. What do you think – is it worth another repaint?



> "It's a bit pointless really, but it just looks right now, doesn't it?"

Wheels are 4.5 and 5-inch Rivieras, the rears being original Formula Vee wheels, the fronts being repros with the flats ground off. Tyres are 145 XZX and 185XWX Michelins

Underside is both tidy and purposeful – a mid-mount on the gearbox, deep sump and dual quiet packs

Look, so I had to have 48IDAs. I also changed the CSP linkage for an original Deano Dyno Soars one, the CB pulley for an original Santana pulley, the polished alternator for a stock refurbished Bosch version and replaced the CSP breather with an original Race Trim breather. Oh, and I fitted a magneto, too."

All about the 'Look

So how does this set up compare with the Dells and dizzy, I asked? "To be honest, I haven't driven the car much since I fitted them. And I don't rag it around, so it's a bit pointless really, but it just looks right now, doesn't it?" And that, in a nutshell, is what this car is all about. As an advert for Neil and Rich's Retro Performance business, it had to be built to a standard they were both happy with, and it doesn't get much more retro performance than a traditional '70's-style California Look Bug. If we, as *VolksWorld* and The *VolksWorld* Show, had even just the slightest hand in encouraging Neil to push himself to end up with the car he wanted all along, and the car he is now entirely happy with, then we, and all the car owners who build the inspirational cars that make the show what it is, should be proud, but not half as proud as Neil for building the car. Sorry about the pointless polishing though, eh? ■

THE BUILD

Starting point
Neil's first car was yet another example of the old 'car looked pretty good when I bought it' trick, only for it to turn out to be a bodged-up nightmare come MoT time...

Cut, weld, grind
The first rolling resto was done on his parent's drive while Neil was at uni. The second resto was, to put it mildly, a bit more comprehensive. At least the dashboard was rust free!

Judging panels
Mostly genuine VW Mexico panels were used in the rebuild. Neil says they were good, but lacked definition in some of the pressings. Hence why he transplanted the original fuel filler

Starting over
After the car had been fully built up to debut at The *VolksWorld* Show in 2013, it was then stripped right down and rebuilt – here the 'pan is being flatted and colour sanded

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Santa Pod (take 1)

Our first outing to Poddington for 2015, and it was a good 'un

Words James Peene **Photos** Julian Hunt

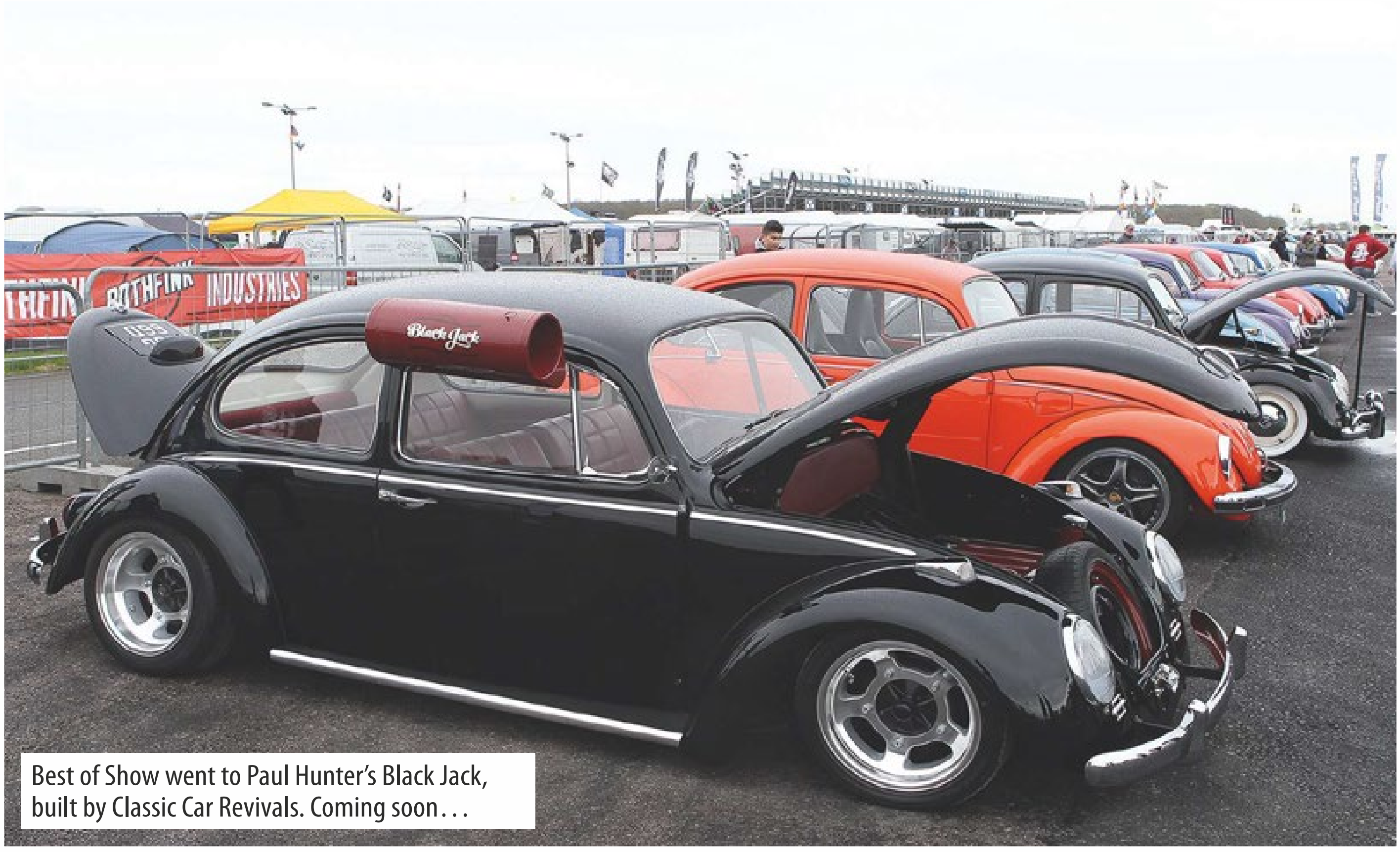
"The drag racing was flipping excellent", so says our intrepid hero Jimbo Wallace and he should know because he loves a bit of speed, of the track variety of course.

Truth be told, the boy was right, it's the draw of the track and the chance to see some old school VWs being flung down the 1/4 mile with gay abandon that had us setting out on our first of usually three yearly visits to the old wartime airbase.

Wheelies, burnouts and monsterous hangovers after way too much fun in the dance tent were the signature of the weekend.

Okay, so if we're being picky it would have been cool to see more cars in Sunday's 'n' shine, but those that were in attendance were more than worthy, especially the ultimate Best of Show winner, Paul Hunter's Black Jack.

You always know what to expect with The Big Bang, and that's no bad thing. ■

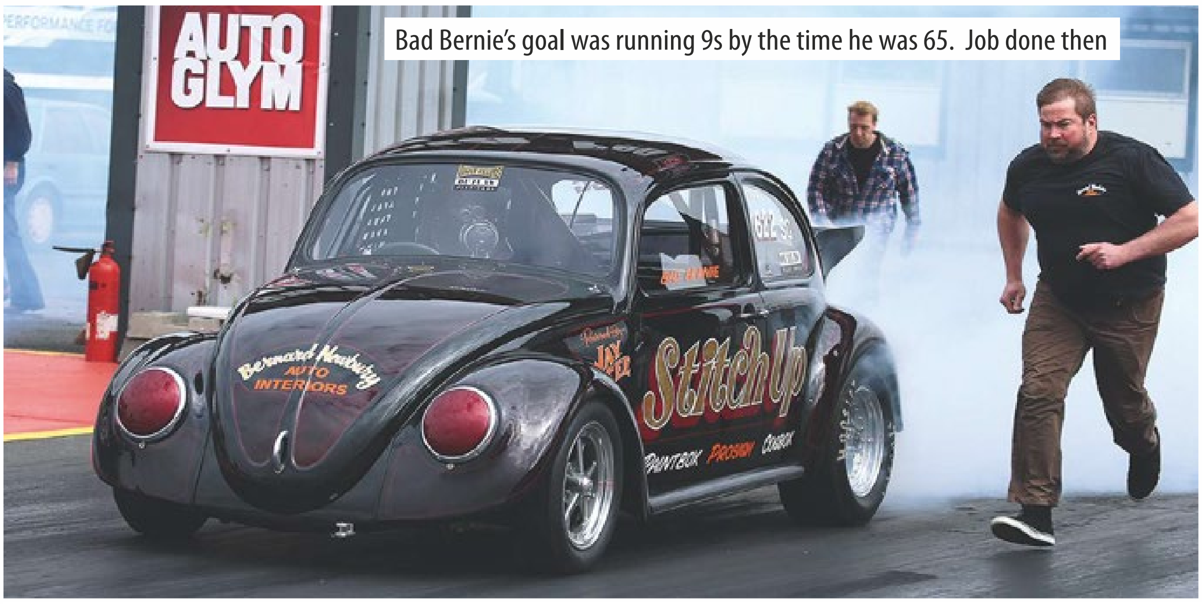


Best of Show went to Paul Hunter's Black Jack, built by Classic Car Revivals. Coming soon…

New engine, new everything. Phil Jarvis has really stepped up the game

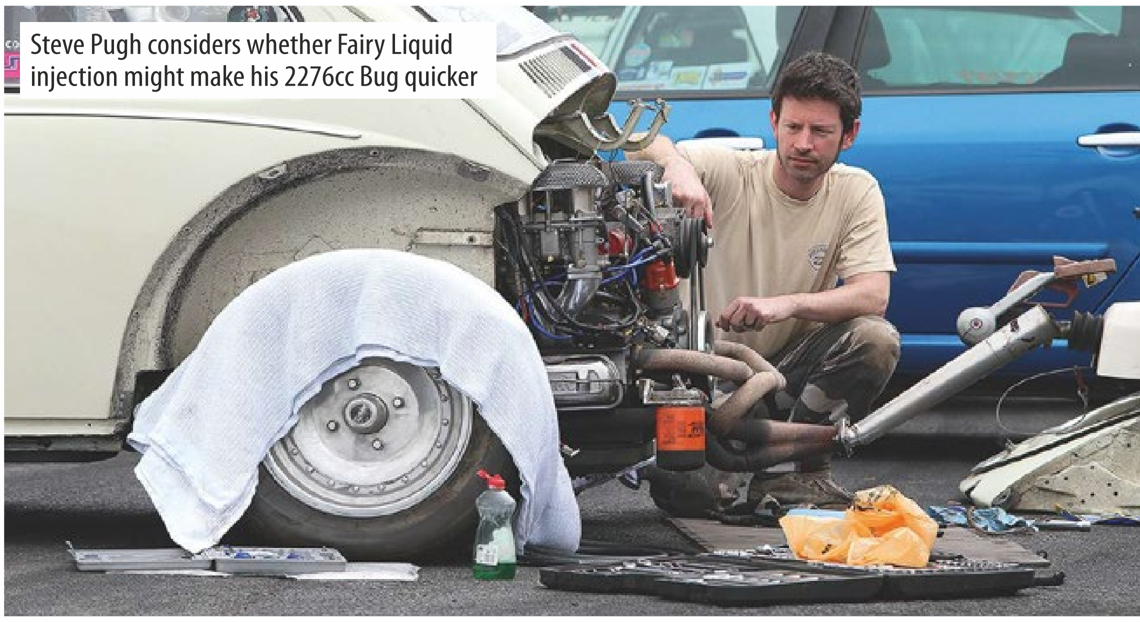
It's never too early for a G&T, right ladies?

The late 'Looker line up. See p60 for more on Dean Mabbley's '68 in front



Bad Bernie's goal was running 9s by the time he was 65. Job done then

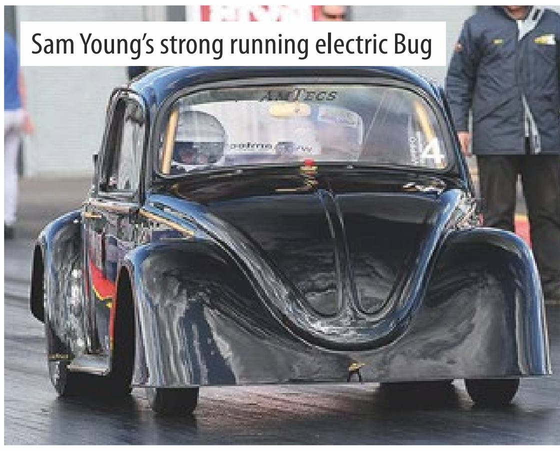
Running on slicks, with a cage, Blackout looks like a serious outfit



Steve Pugh considers whether Fairy Liquid injection might make his 2276cc Bug quicker

Jarvis, we love you!

Rapid Rodent Chez's awesome Sno-cat

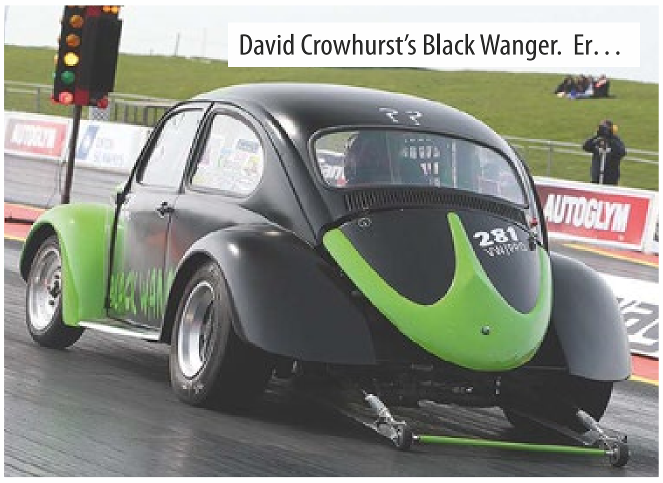


Sam Young's strong running electric Bug

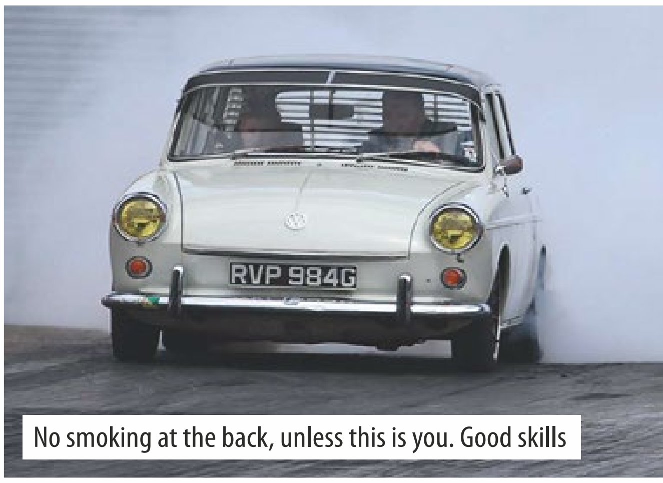
Jensen D Groover is still very much alive and kicking

The poster in the window says for sale, but did anyone buy this wild looking ride?

Max Edwards' cool German Looker with a twist, last seen at The *VolksWorld* Show

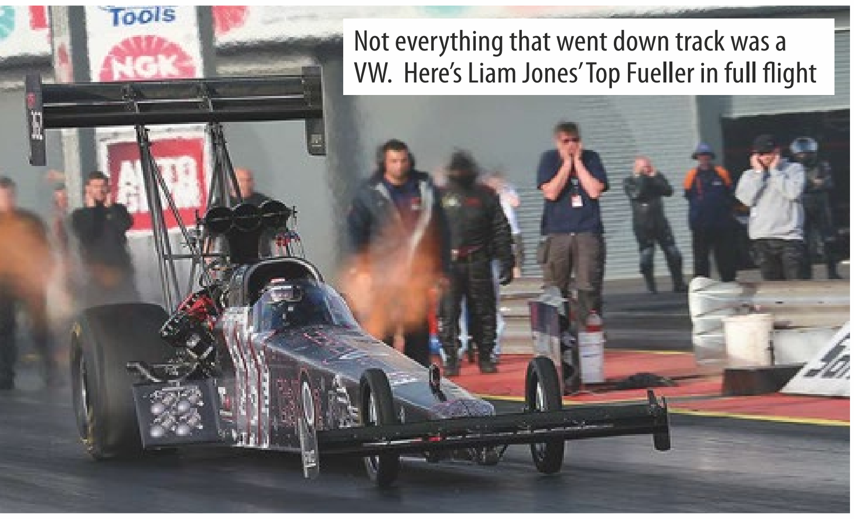


David Crowhurst's Black Wanger. Er…



No smoking at the back, unless this is you. Good skills

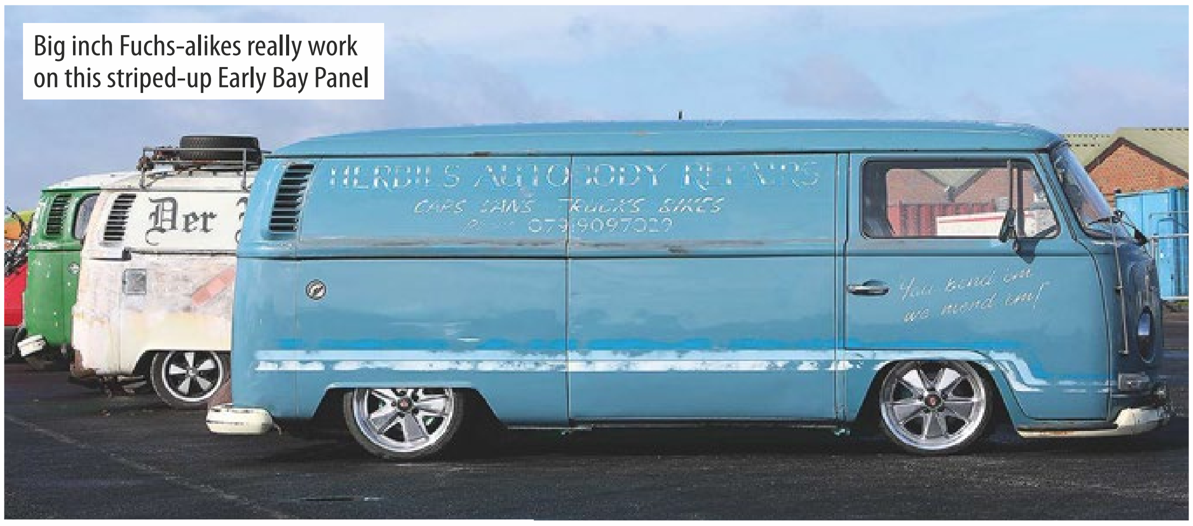
Warning: don't selfie and drive, or ride, or run, or walk



Not everything that went down track was a VW. Here's Liam Jones' Top Fueller in full flight

In years to come, this picture will sum up the VW scene in 2015

Kent boy Paul Day preps his wedge-chopped Bug before making another run


HERBIES AUTOBODY REPAIRS
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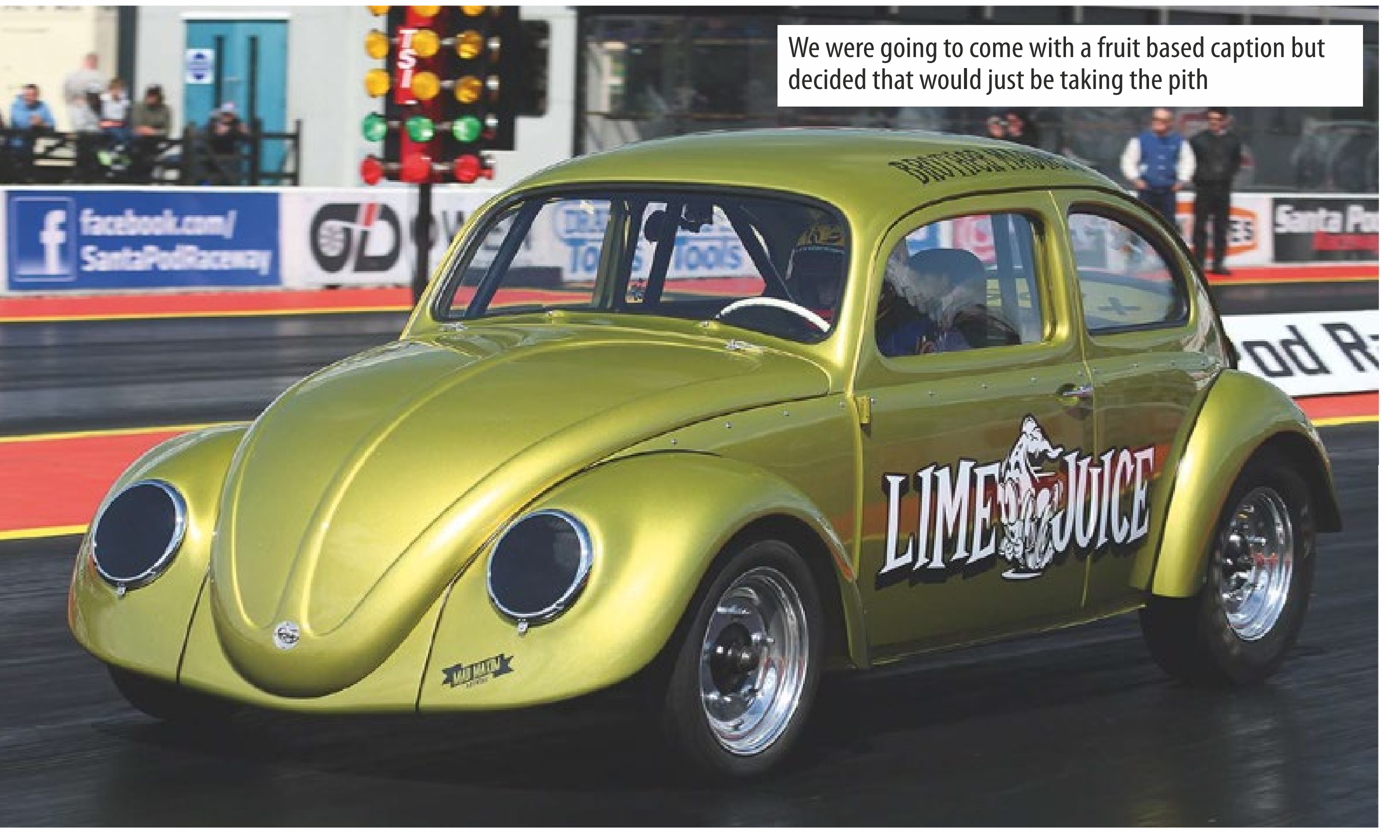
You bend em we mend em!

Big inch Fuchs-alikes really work on this striped-up Early Bay Panel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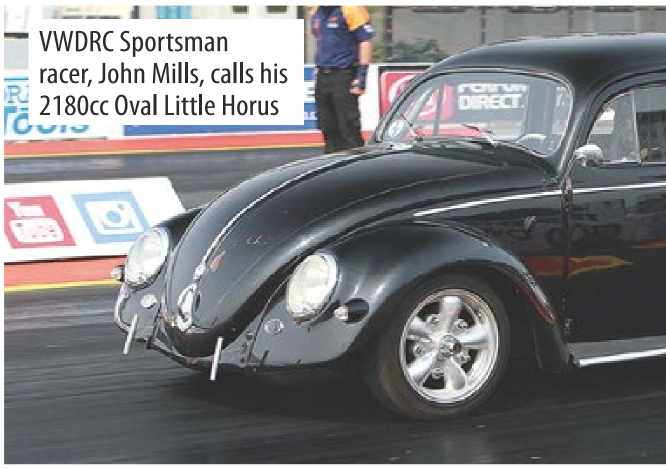
LIME JUICE

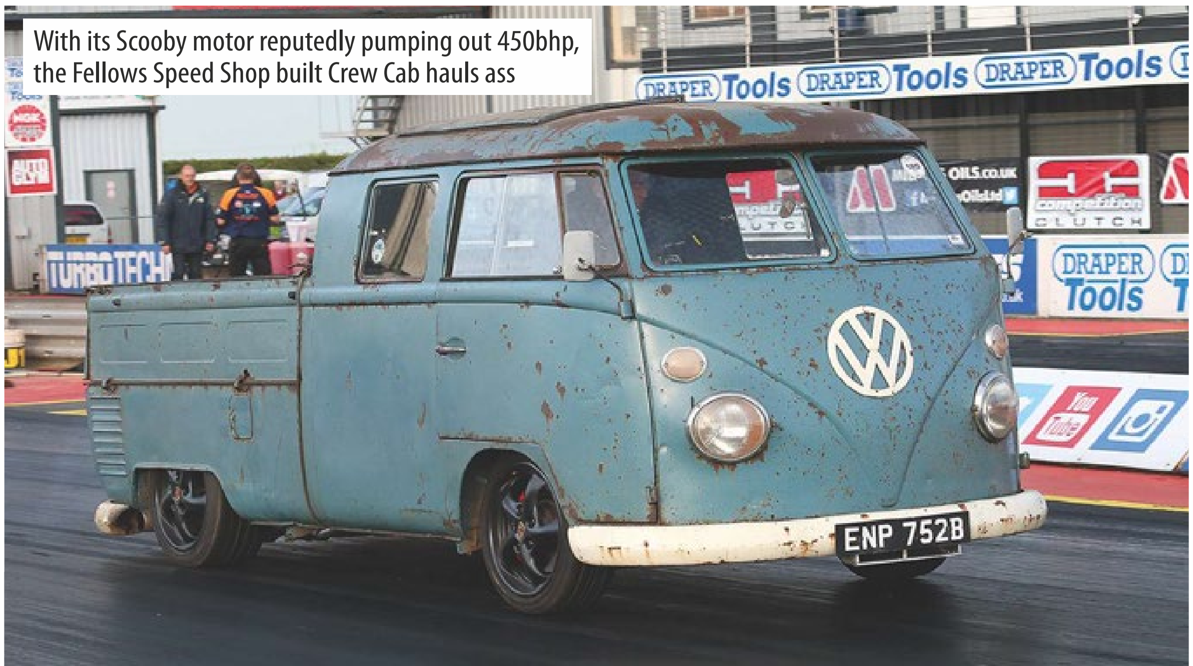
We were going to come with a fruit based caption but decided that would just be taking the pith



VWDRC Sportsman racer, John Mills, calls his 2180cc Oval Little Horus

These Buses have been stuck here since Bug Jam '94

What it lacks in rearward visibility, Colin Pace's Krank' makes up for in cool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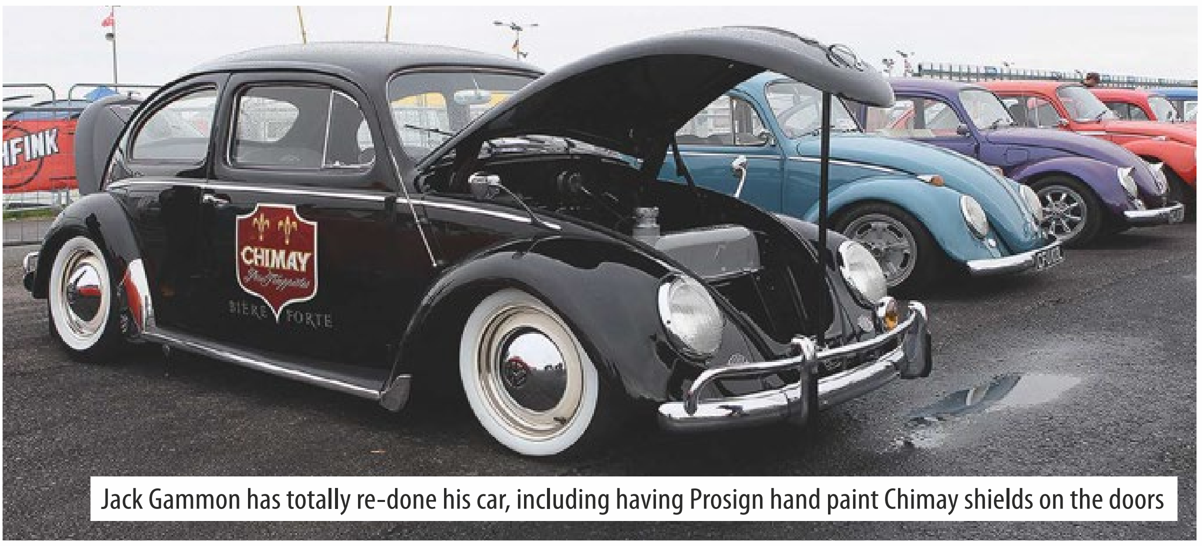
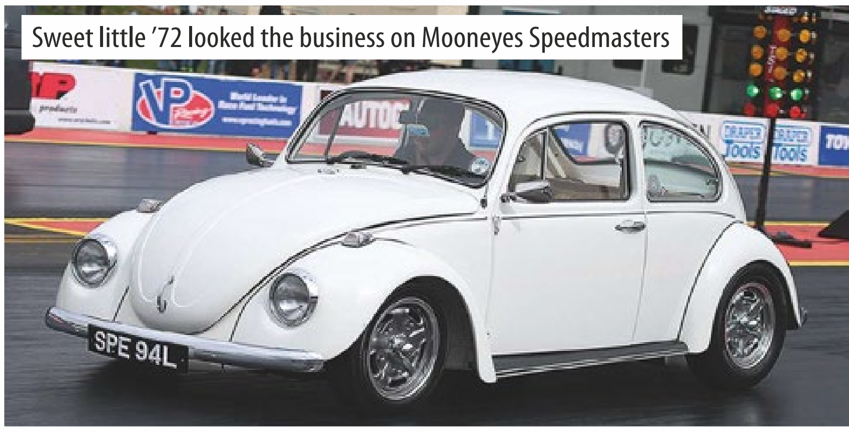
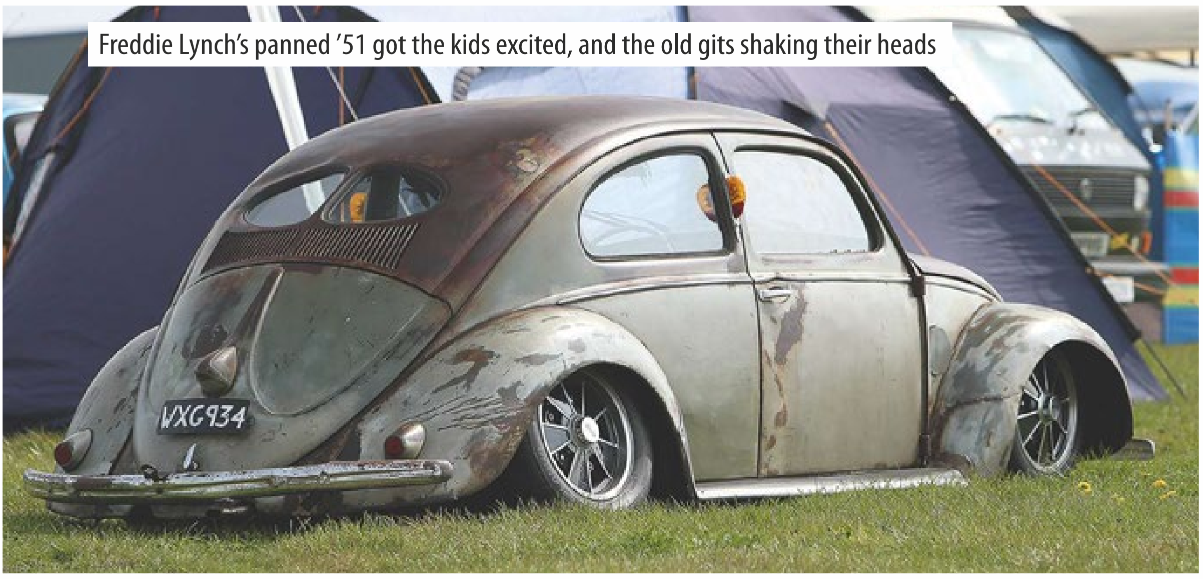
With its Scooby motor reputedly pumping out 450bhp, the Fellows Speed Shop built Crew Cab hauls ass



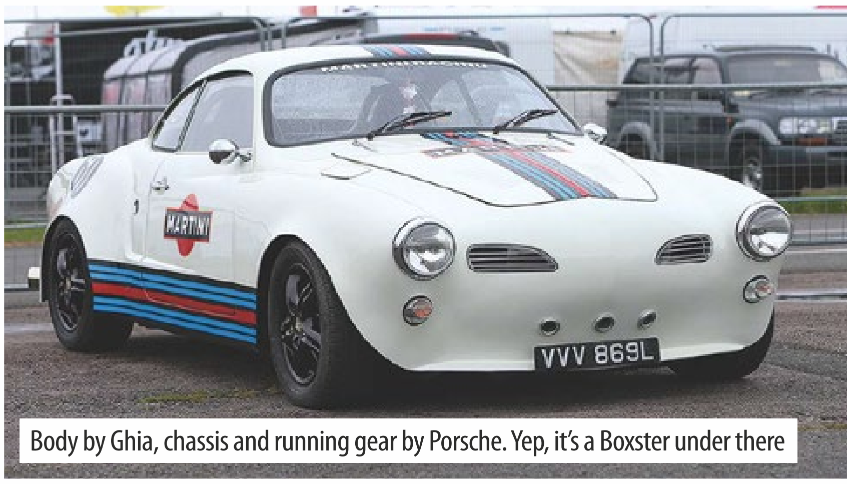
Jack Gammon has totally re-done his car, including having Prosign hand paint Chimay shields on the doors



Sweet little '72 looked the business on Mooneyes Speedmasters

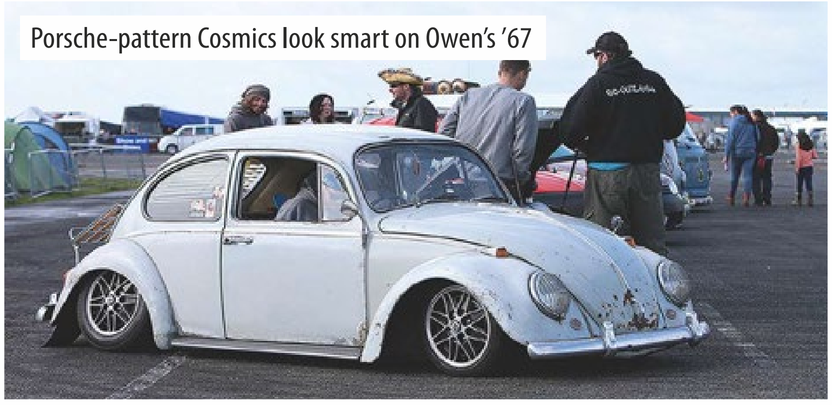


Freddie Lynch's panned '51 got the kids excited, and the old gits shaking their heads



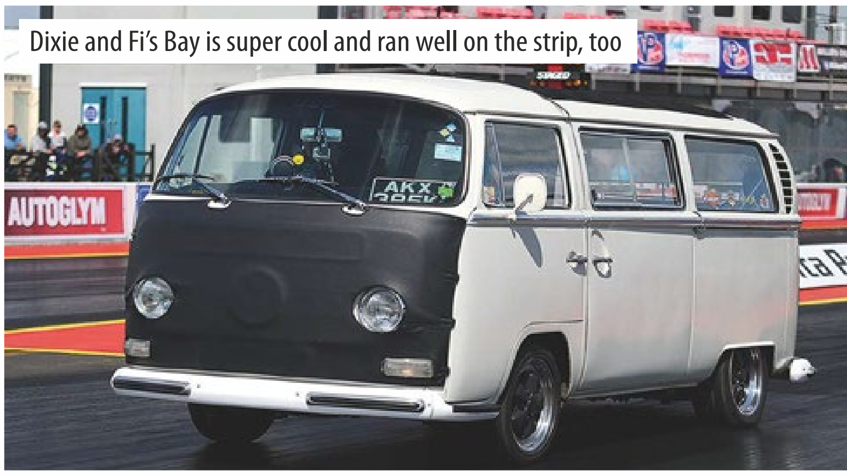
Body by Ghia, chassis and running gear by Porsche. Yep, it's a Boxster under there

If it all got too much for you, you could retire to watch the sky at night

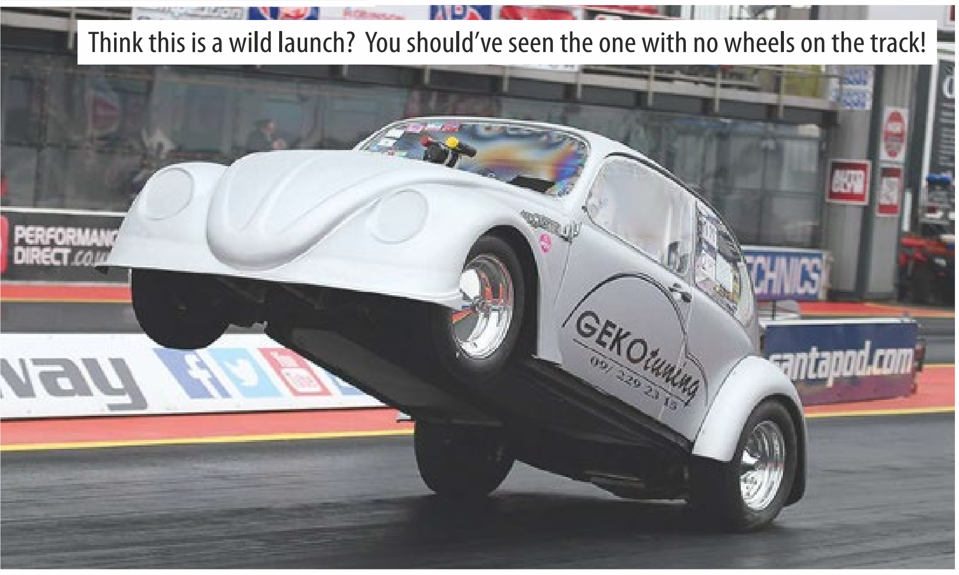


Porsche-pattern Cosmics look smart on Owen's '67

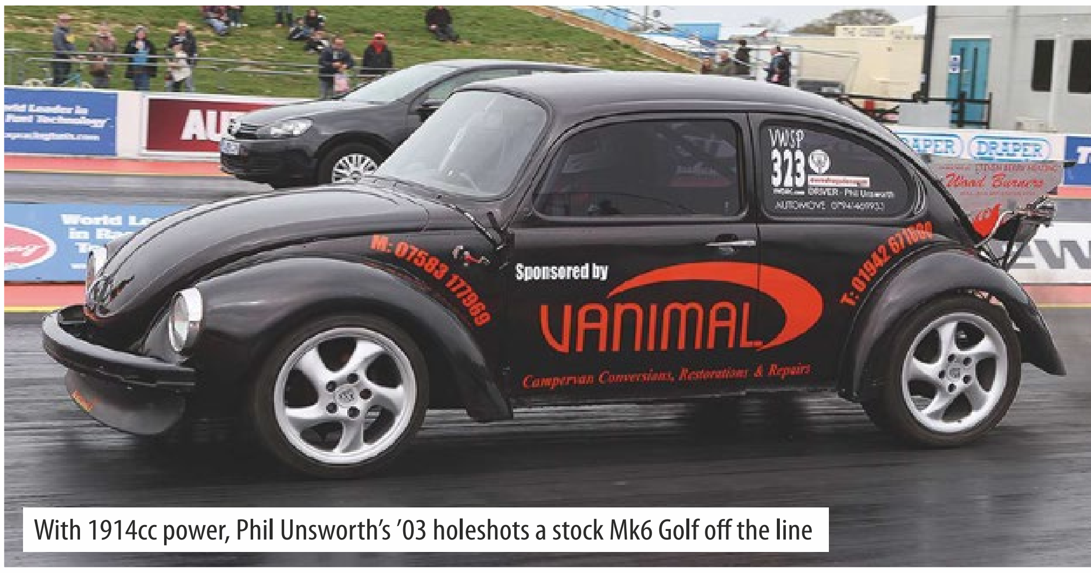
Swapmeet is small, but perfectly formed



Dixie and Fi's Bay is super cool and ran well on the strip, too



Think this is a wild launch? You should've seen the one with no wheels on the track!



With 1914cc power, Phil Unsworth's '03 holeshots a stock Mk6 Golf off the line

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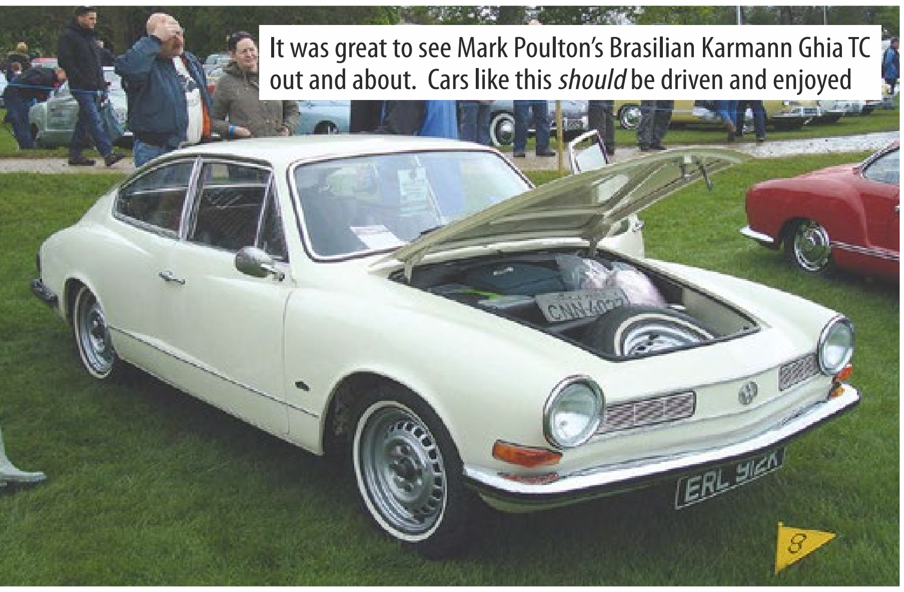
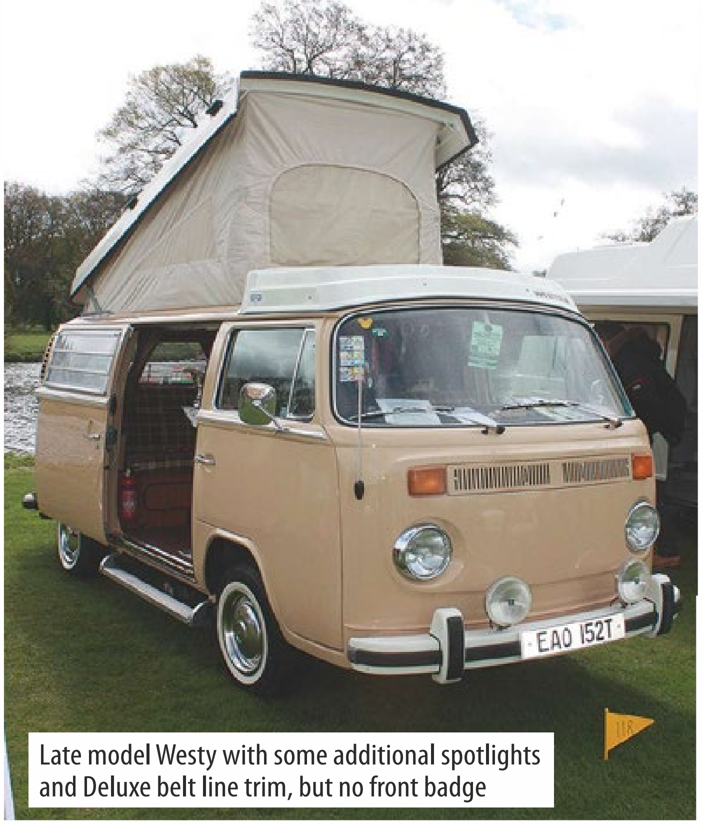
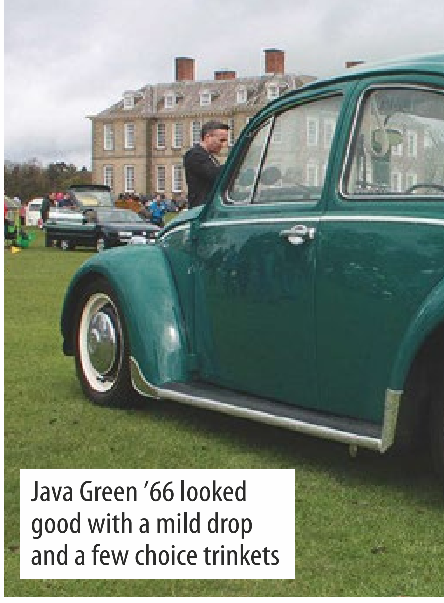


It was great to see Mark Poulton's Brasilian Karmann Ghia TC out and about. Cars like this *should* be driven and enjoyed

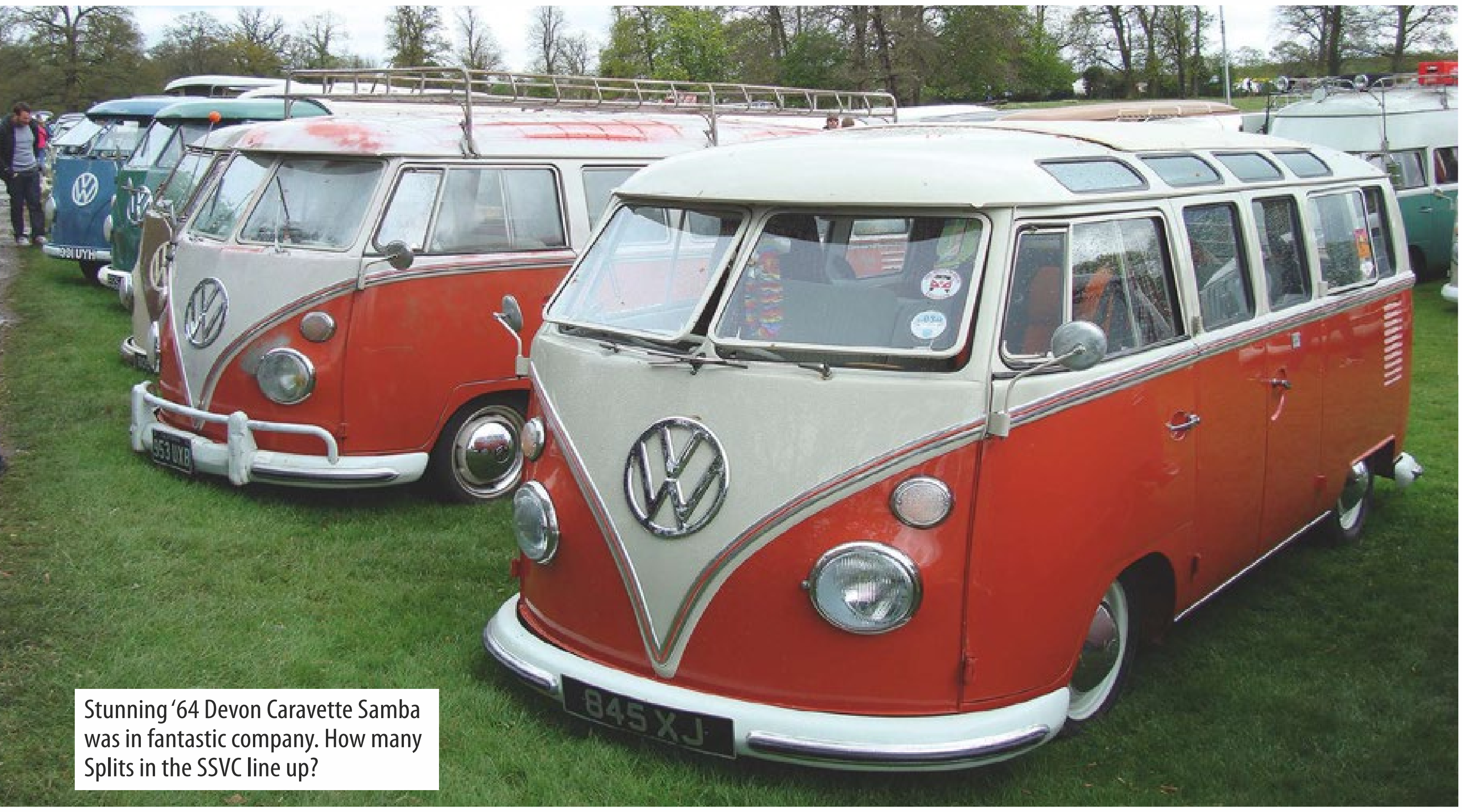


Late model Westy with some additional spotlights and Deluxe belt line trim, but no front badge



Java Green '66 looked good with a mild drop and a few choice trinkets

Back to '88. Clive Househam's old *Street Machine* project Ghia. Wow!



Stunning '64 Devon Caravette Samba was in fantastic company. How many Splits in the SSVC line up?

Stanford Hall

Tea, cakes, stately homes and a plethora of VWs. Bliss

Words James Peene **Photos** James and Steve

Every year it's the same, and every year we flipping love it. So much so, in fact, that by the time the Stanford Hall show rolls round, there's a palpable air of excitement in the *VolksWorld* office. Even this year's forecast bad weather – that put in an unwanted appearance on Sunday morning – wasn't about to dampen our spirits. No sir!

It's always best to arrive early if, like us, you want to bag some bargains in the massive swapmeet but, due to the weather, it was pretty quiet when we first turned up. So quiet that a lot of the traders hadn't even got there / got up when the gates opened.

But, as the weather naffed off and the sun began to shine, the show fields and swapmeet began to fill up, and by the time we decided to call it a day late in the afternoon, it was business as usual.

Business as usual? What does that entail? If you've never been to Stanford Hall, more fool you. If you have, you'll know it's one of the best concours VW events in the UK, and that it attracts the loveliest show cars and hundreds of other VWs (plus assorted Porsches, Audis, DKWs too) to the club displays.

It also has one of the best cake shops of any VW gathering, fact. Plus, there's stuff for the kids to do and plenty of non-VW stuff for those who might not be quite as into the cars as us to enjoy.

As a show, Stanford Hall appears to get bigger and better every year, and it's always one of the highlights of our show calendar. We woudn't miss it for the world. ■

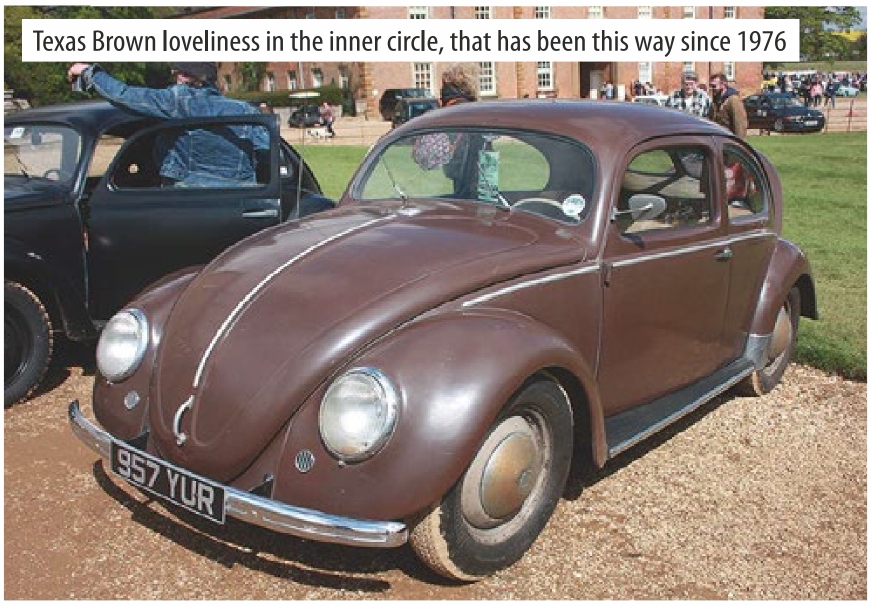
Separated at birth, literally, the Last Edition display

We take a picture of this 15-window at every show we see it at. We just love it

No idea what the lady shouted at us, but we liked her 13-window

Love the don't honk sticker, from Chicago, 1970

You wait all day for one to come along, and then two come at once. What are the chances?


Texas Brown loveliness in the inner circle, that has been this way since 1976

Show us your Shuvarda, man

We think there was some Land Rover under here

YOSEMITE
REDWOOD
LASSEN Volcanic National Park California
Emerald Bay LAKE TAHOE
San Francisco
REDWOODS
LAGUNA BEACH
SHASTA DAM, Calif.
BIG BEAR LAKE Cal.
LAKE ARROWHEAD
Peene's dream

Better than a Mr. Whippy any day of the week

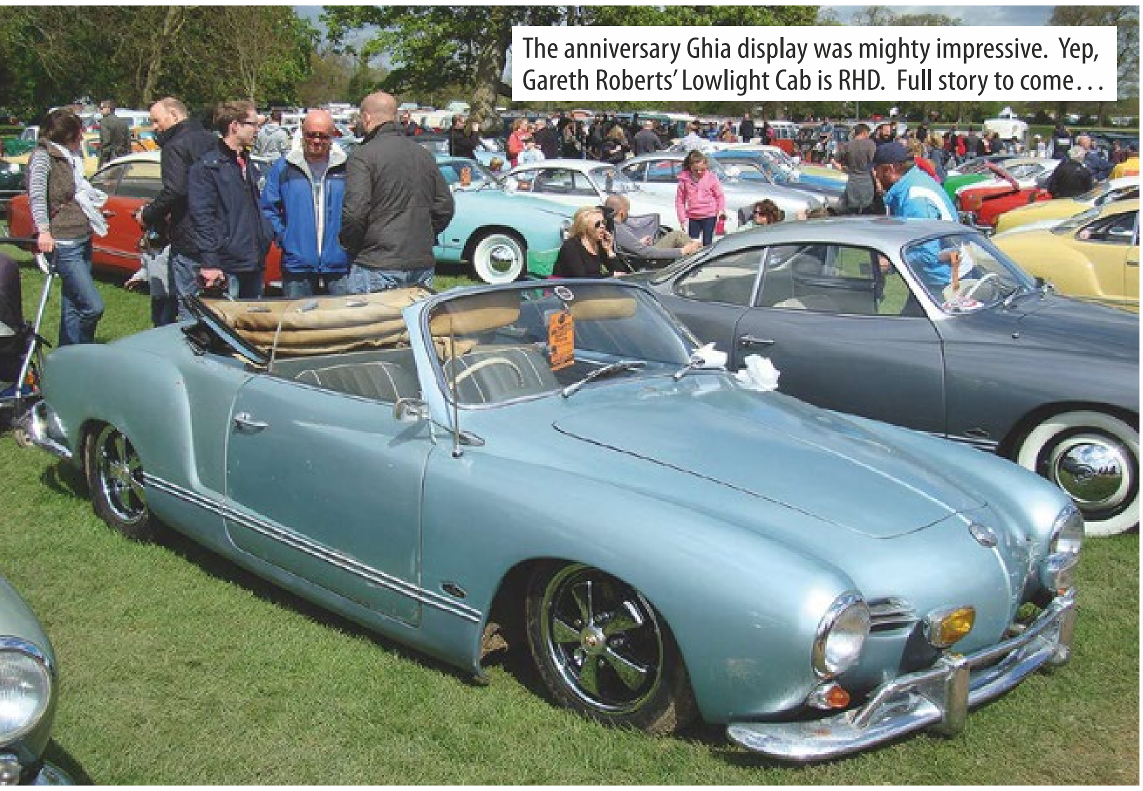
Karmann Ghia Owners' Club put on a blinding anniversary display. Well done to all involved

Look closely and you'll see the Holy Grail – NOS fluoro t-bars. Late model ones , too. Howzat!

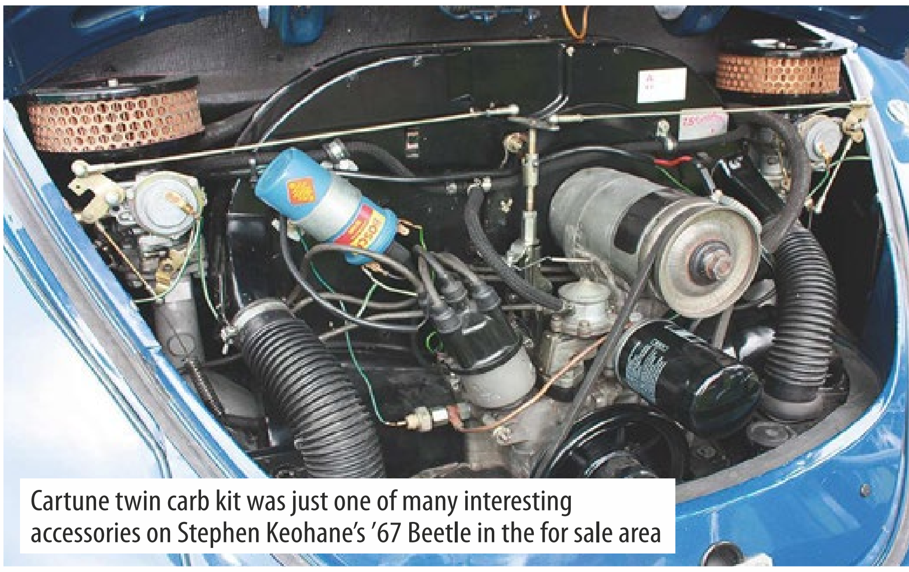
Some familiar faces in the concours arena . . .

Period perfect Devon enjoying a prime location by the lake

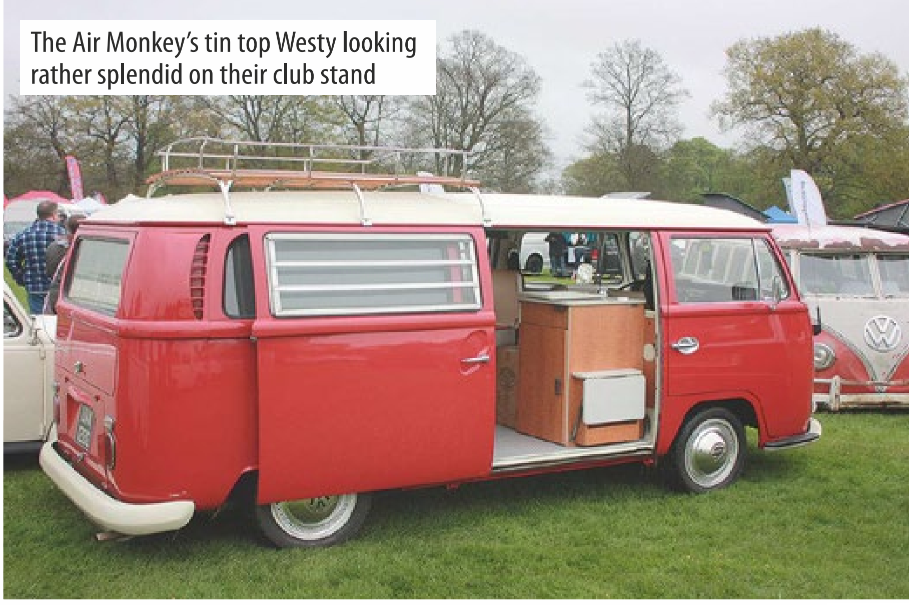
Stanford Hall



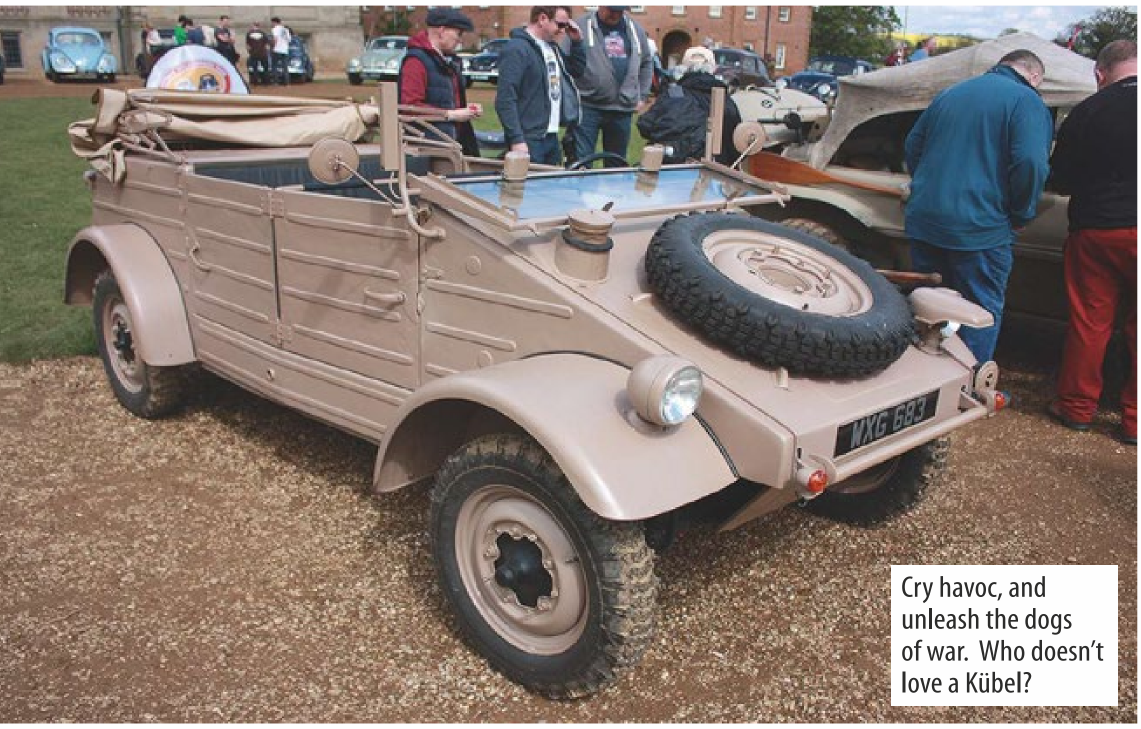
The anniversary Ghia display was mighty impressive. Yep, Gareth Roberts' Lowlight Cab is RHD. Full story to come…



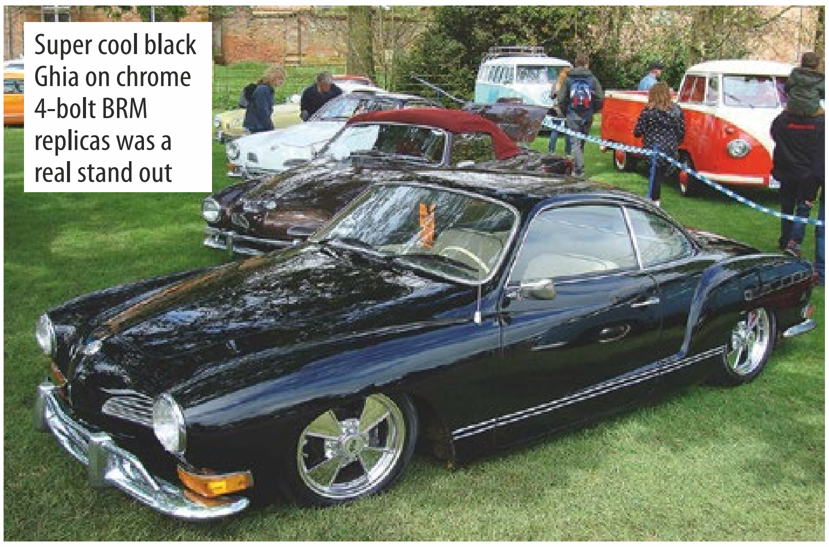
Cartune twin carb kit was just one of many interesting accessories on Stephen Keohane's '67 Beetle in the for sale area



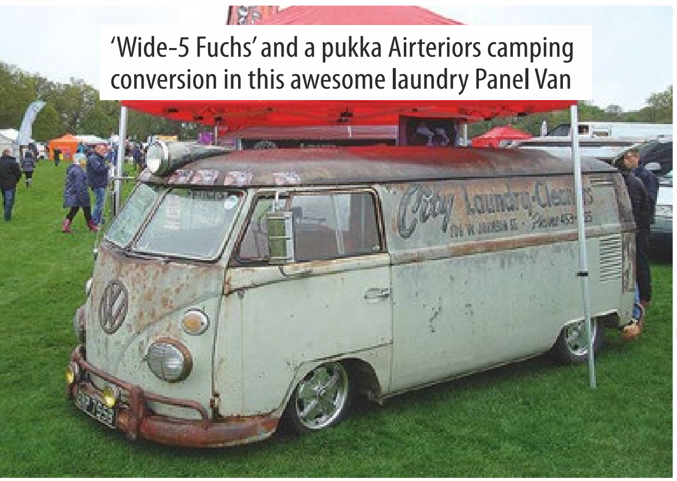
The Air Monkey's tin top Westy looking rather splendid on their club stand



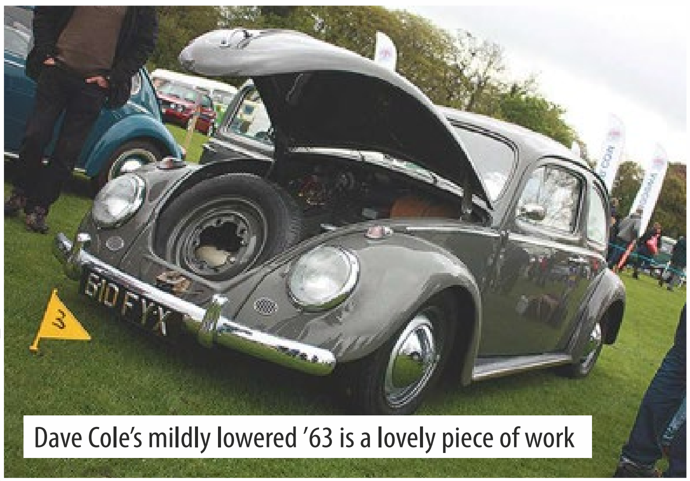
Cry havoc, and unleash the dogs of war. Who doesn't love a Kübel?



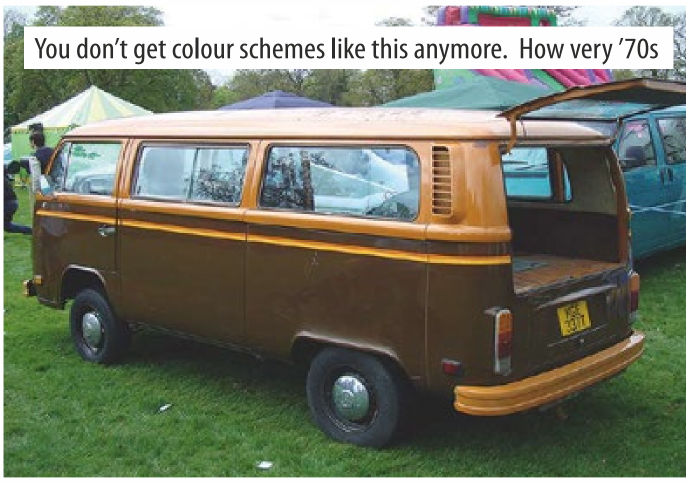
Super cool black Ghia on chrome 4-bolt BRM replicas was a real stand out



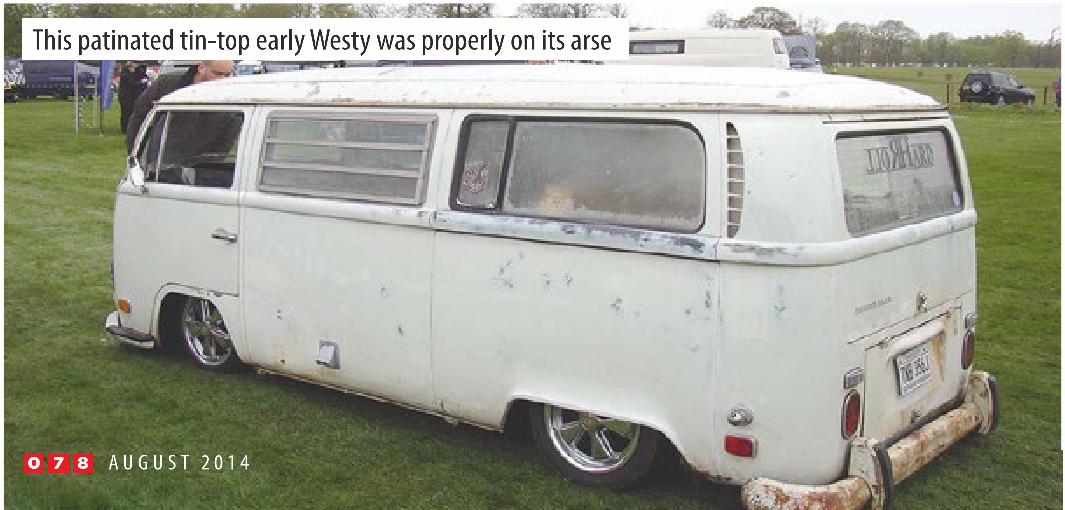
'Wide-5 Fuchs' and a pukka Airteriors camping conversion in this awesome laundry Panel Van



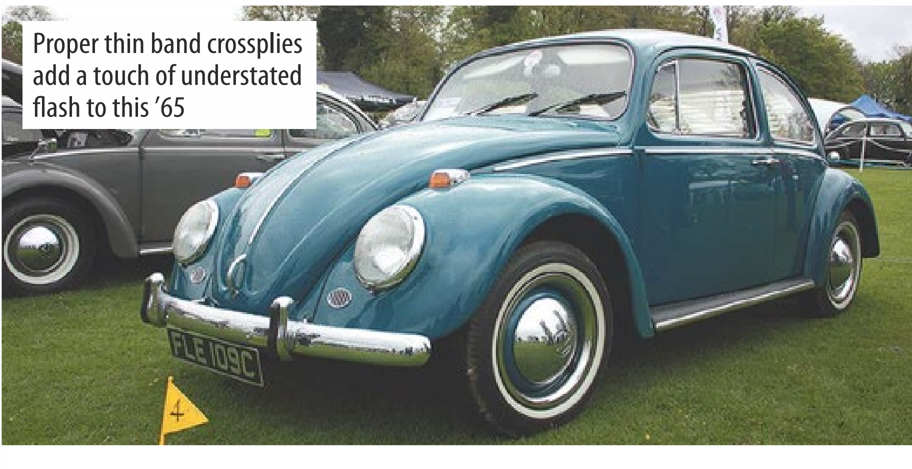
Dave Cole's mildly lowered '63 is a lovely piece of work



You don't get colour schemes like this anymore. How very '70s



This patinated tin-top early Westy was properly on its arse



Proper thin band crossplies add a touch of understated flash to this '65

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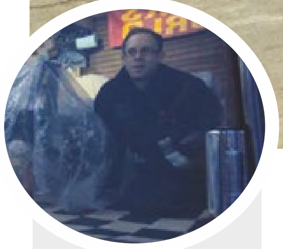
This was three weeks before the show and by then I was really burning the midnight oil. Getting home at 4am every night and getting up for work at 7.30 meant I was averaging three and a half hours sleep a night. This might go someway to explain why I was a bit dazed and confused at this year's show



OWNER INFO

NAME:
Steve Gosling

CARS:
'61 ragtop,
'67 Ghia

WORK THIS MONTH: **Have the engine rebuilt, clean, paint, polish tinware and engine ancillaries, carefully fit it all up and very carefully fit it back in the car**

Hit it with the detail stick!

Or how to lose days of your life fiddling under the engine lid

Those of you that went to this year's *VolksWorld* Show, or read last month's issue, will know I achieved my goal and finished my car in time for the show. It tried to kill me with sleep depravation, but it and I made it. You might have also noticed that I slowed down on my project reports in the last few issues, and started to be a bit careful with what I showed. Basically, I held some things back as I didn't want to give the whole car away, I wanted at least some of it to be a surprise. Which leaves me with some old ground to cover. So let me transport you back in time… (cue flash back) …to the engine build.

> "I thought my choice of detailing might split opinon"

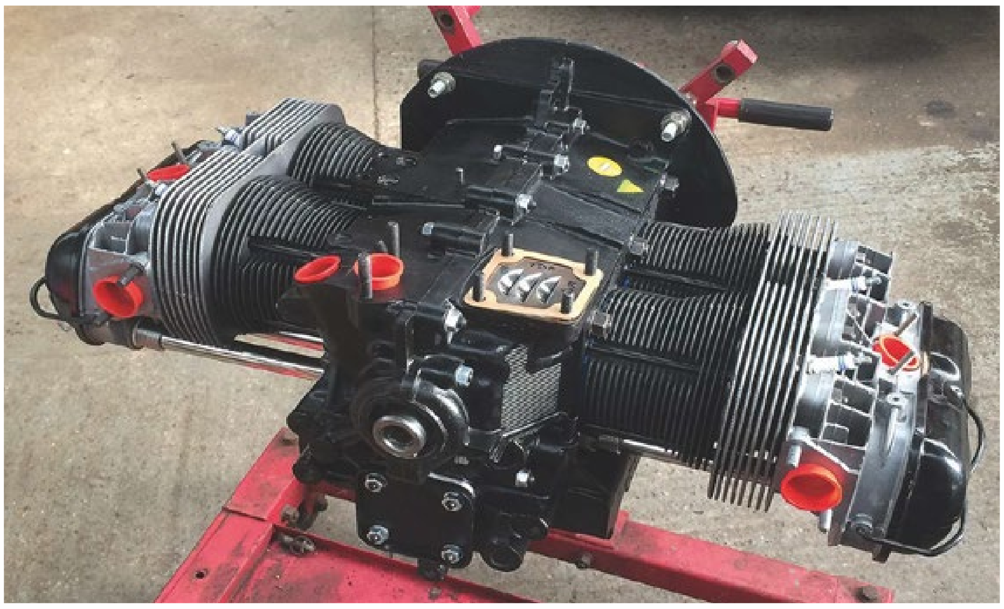
Way back during the dry build of this car, I trial fitted the engine and supercharger, had it running and running pretty well. The engine seemed strong, with no worrying noises or rattles. But, as pretty much everything on this car is rebuilt or new, it seemed amiss to not have the engine rebuilt as well.

It was late December before I had the engine mocked up, all the tinware test fitted and blown apart again. With the show at the end of March, time was desperately short. And as I didn't want to buy a new, rebuilt engine off the peg, I wanted *my* engine rebuilt, time was in even shorter supply.

So, shortly after Christmas, Patricia, Keith and Adrian at The VW Engine Company (tel. 020 8692 3326 / www.thevwenginecompany.com) received a slightly stressed 'phone call from me. I knew what I was asking was going to be a tall order, I just hoped they'd be able to do it in the timeframe I had.

Patricia assured me it wouldn't be a problem and they'd be able to get it done, but things were going to be a little bit more difficult as they were in the middle of moving into new premises and wouldn't be able to touch it until the first week of February. I was nervous, but they were confident they could turn it around quickly and leave me enough time to build it back up again with all the freshly detailed ancillaries, fit it in the car, plumb it, wire it and (hopefully) fire it.

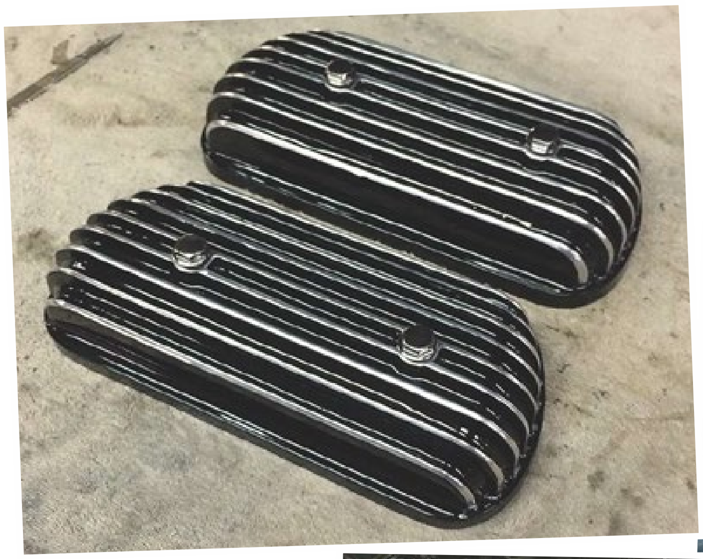
As you now know, they were true to their word. In fact, they turned it around in under a week, and for that I am extremely grateful! I'm further pleased to report that for the most part my engine was good. The case was align bored, just to be on the safe side, and of course rebuilt with all new bearings. It's had a slight increase in capacity, too. It went there as a 1500cc single port and came back as a 1600cc single port. Why? Well, a bit more capacity wasn't going to hurt, and besides 1500cc barrels and pistons are expensive and hard to source so, with time an issue, this was one less thing to sort out.



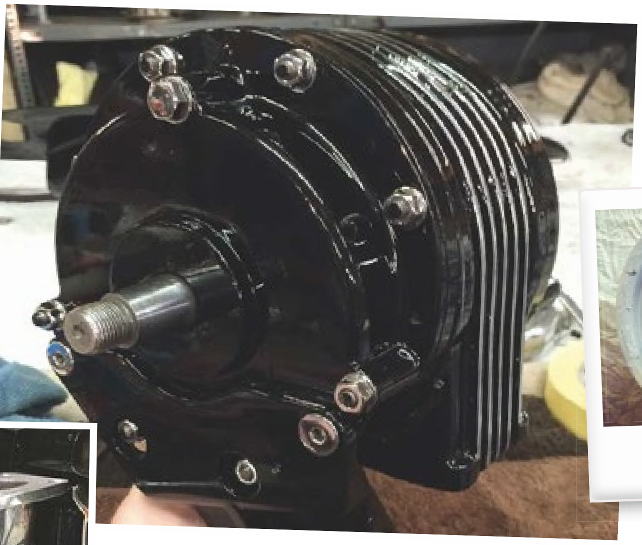
Huge thanks to The VW Engine Company for rebuilding my engine in double quick time. Now 1600cc, it sounds strong

Back in Shropshire

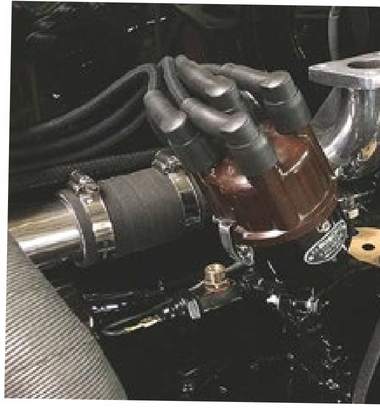
Alan at Creative Coachworks was slaving away in the paint booth painting countless (and I genuinely mean



^ Look away Cal Look fans. These are original late '60's Claude's Buggies valve covers, but I had the rectangular boss and CB name machined off them as I wanted the valve covers to mimic the fins on the supercharger. I also didn't think having CB on them was appropriate as it's not a Cal Look car



^ Polished stainless nuts, bolts and washers are used throughout the car, so the supercharger and engine got the same treatment to keep it all consistent



< I polished the inlet manifold and Alan painted the Bosch 010. New 010 ID tag came from France, and I made up the plug leads with braided wires and angled boots

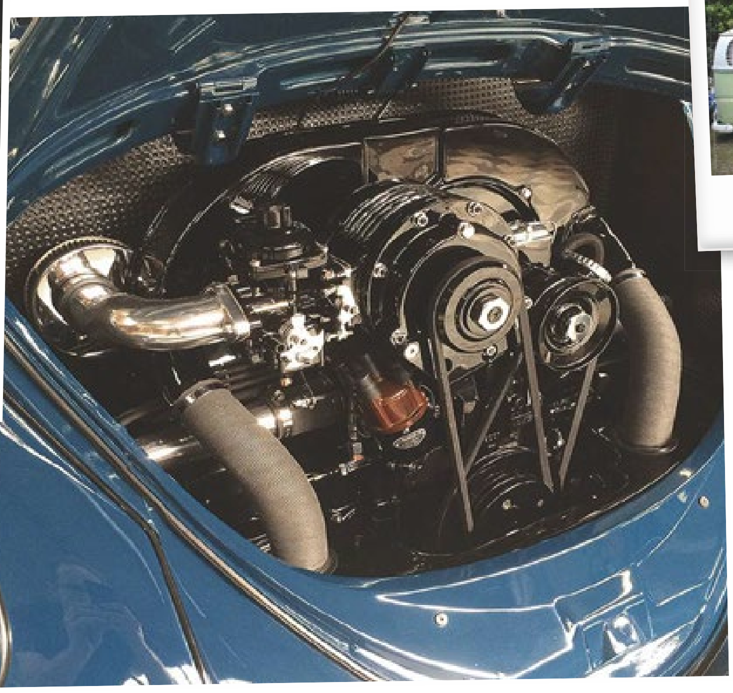
countless, as both of us have lost count of the sheer number of parts he's painted on this car!) bits of tin, pulleys, brackets, the supercharger, dizzy, carb… the list goes on. As you can see in the pictures here, pretty much every part of the engine has been painted. A great deal of time was spent ensuring the tinware was straight, as both Alan and I wanted the paint on the engine to be as good as possible. As usual, I can't thank Alan enough for all the work he did. It's fair to say this car wouldn't be the same without his, and the rest of the Creative Coachworks' team's, dedication.

Meanwhile, back in Kent, I had a workbench covered in engine parts and polished nuts, bolts and washers. Pleasingly, the whole engine went back together painlessly, and looked as cool as hell sitting on my engine stand.

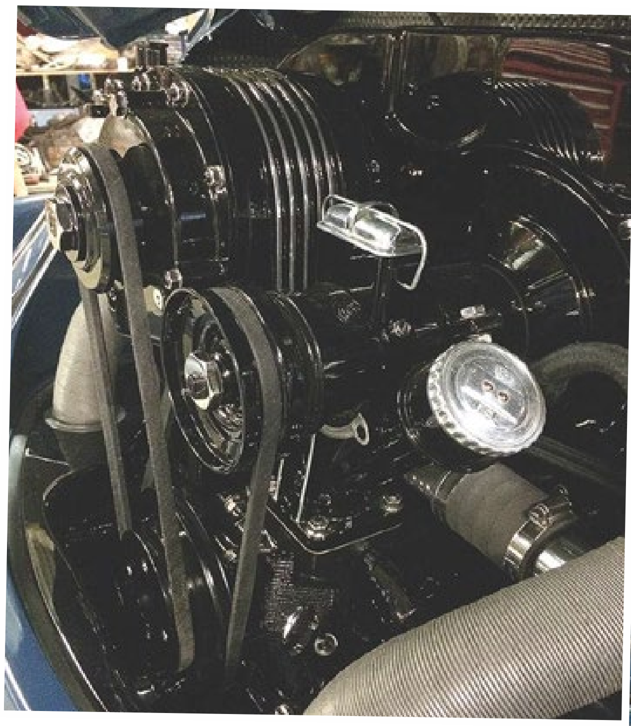
With the engine ready to go in, Alan and Phil made a 400-mile round trip to help me fit it into the car. Now that's what friends are for! As you can imagine, with this much fresh paint, there was potential for disaster, but this was three weeks before the show, so disaster wasn't an option. Thankfully, it slid in without drama, leaving me to fit up the 'charger and exhaust, and plumb and wire it.

I'm really happy with how the engine turned out. It's exactly how I envisioned it: black, with polished details and fixings. If I'm honest, I thought my choice of detailing might split opinion. This much gloss black isn't the norm, and painting a rare supercharger was bound to raise a few eyebrows, and it did with a few people I let in on my plan before the show. But it's how I wanted it, and it fitted with all the other detailing I've done on the car, so I did it.

I'm pleased / surprised to say I was wrong. It seemed to go down a storm at the show with a lot of people kindly saying how good it looked. And the other good news is it sounds really cool, too. But more on that another time. ■



v I'm really happy with how it came out. Hopefully, it looks clean and simple – with hidden fuel lines, coil and wiring – but the more you look the more subtle details you should uncover



^ Porsche 356 'small case' 12V dynamo was a necessity for clearance with the supercharger. Polished ribs on the supercharger and dynamo stand break up the black and go with the overall black, polished and blue theme. Breather and fuel hoses are braided to match the plug leads and add some texture

VOLKS WORLD PROJECT CARS

Masked fool

Owner: James Peene
Car: '66 Beetle
This month: I can't get enough of masking Fuchs. This is the fourth set to date. Today in primer, tomorrow in black

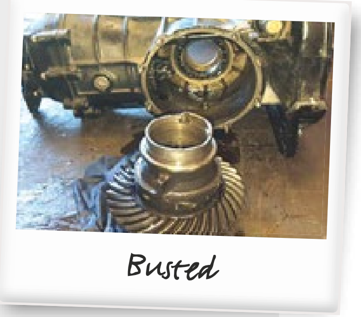
Owner: Mark Walker
Car: '68 Beetle
This month: Months ago when I cleaned up and painted the floors on Project '68 sunroof, I unearthed a gnarly battery tray. I'm ashamed to admit I've only just got around to starting the repair…

Crispy 'pan

Sold!

Owner: Gordie Woollacott
Car: '78 Westy
This month: The project is over, and the chase to find the pretty Bus beneath the carnage is complete. Now to start the next one

Owner: Ivan McCutcheon
Cars: '67 Beetle
This month: After the transmission was lunched, the gearbox is out and the Super Diff is caput. You'll notice the big bit missing from the top…



Busted

Bye bye Bay-b

Owner: Jon Robinson-Pratt
Car: Early Bay
This month: I've been loving this profile for 11 years now, but I'm currently trying to sell it in favour of a profile that's '64 Beetle shaped!

Owner: Steve Parsons
Car: '61 Split
This month: I have the power! A new 1641 engine and 1500 gearbox is currently being fitted ready for the summer show season ahead

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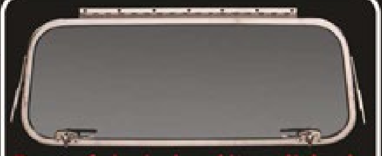

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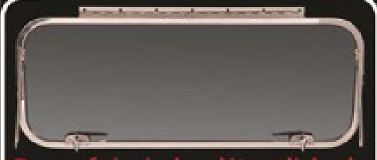

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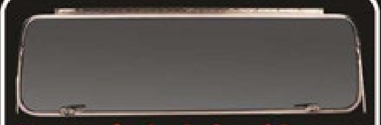

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DIY engine build part 3

Assuming some at least of your engine's parts are re-useable, you can now start to refurbish them

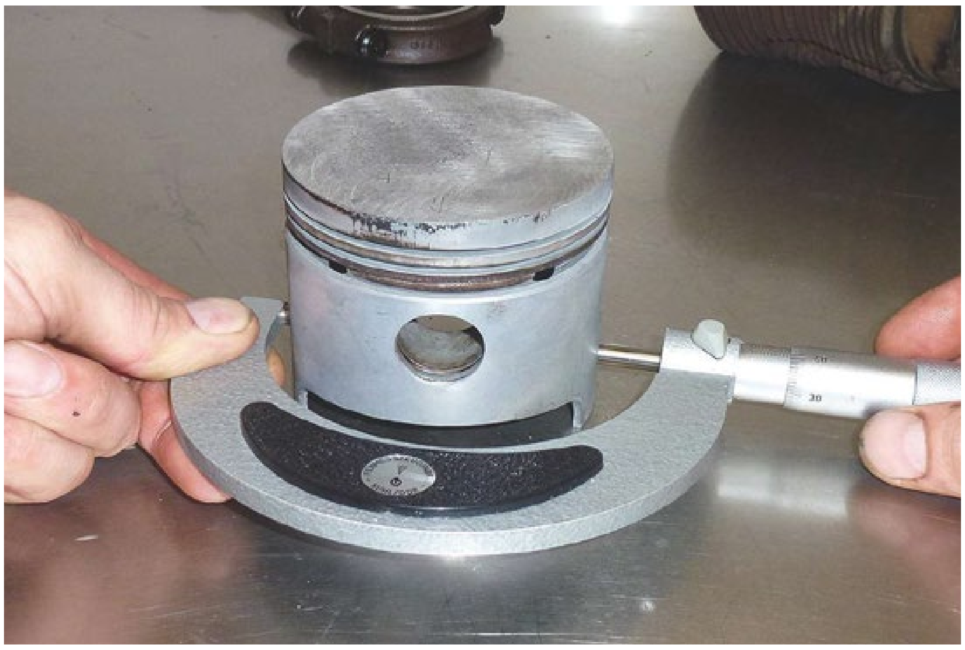
Words and photos Matt Keene

This month, we continue our measuring and assessment of components to ascertain their suitability for re-use. We also do some in-house machining, and visit a machine shop for tasks that require more specialist work.

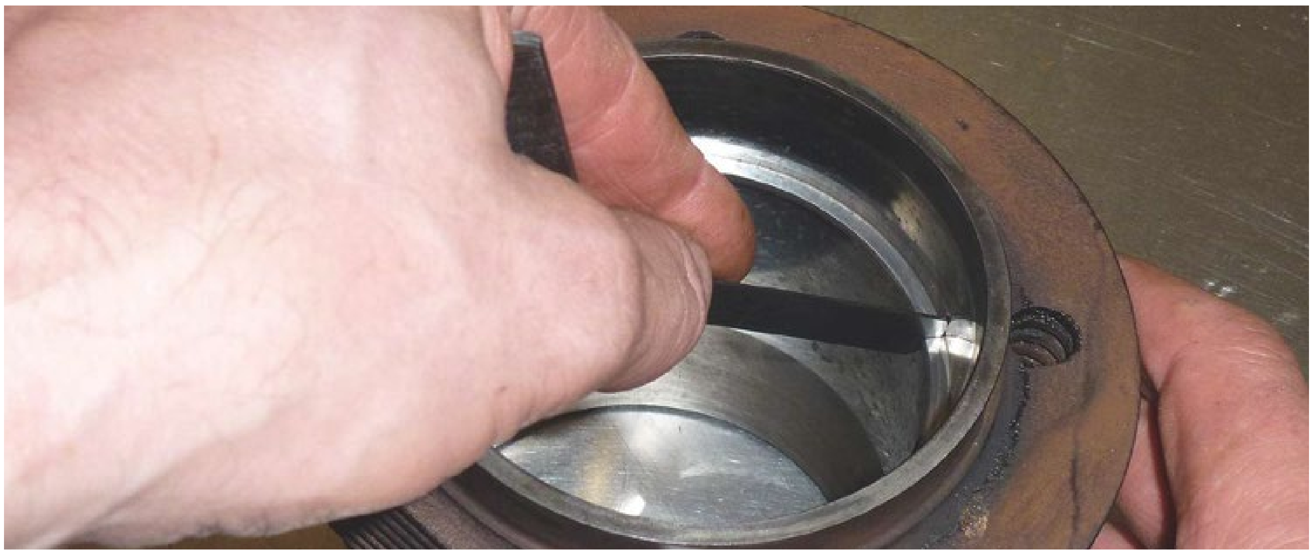
Whilst most measuring can be done at home with suitable equipment, there may be some tasks that fall outside of your comfort zone. These should be checked by a competent machine shop. A quick scour through the Yellow Pages or a Google search online should net you a local engineering company that will be able to do this work for you. This will be money well spent, and their advice should be adhered to.

Whilst I have a well equipped machine shop within my small, one-man-band business, I still regularly visit my local machine shop – Cornwall Engine Co. in Redruth (tel. 01209 314606). Their knowledge and experience is second to none, and I find Patrick and Andy extremely helpful, freely giving advice and even letting me hang around to photograph the components being machined for this feature, so a big thanks to them for that.

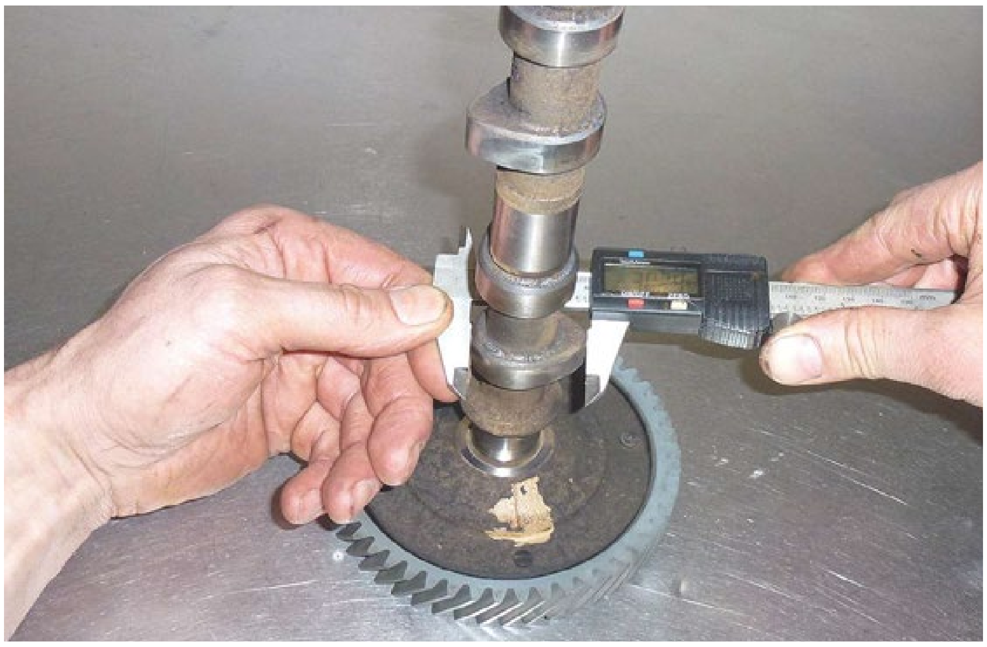
As this series is all about doing it yourself, our focus is on re-using as many components as possible to keep within a realistic budget. Sure, it takes time to clean and measure used cylinders and pistons and then have them honed and painted but, it if they are within factory tolerances, there really is no reason to throw them away. The genuine VW parts are extremely high quality items and it is perfectly acceptable practice to use them again. Again, if a crankshaft is within tolerance and doesn't need re-grinding, a good clean up and a simple polish job will be all it needs. The money saved taking this approach is considerable, yet you will not be compromising in any way. And it's recycling too, so you are helping save the planet! ■



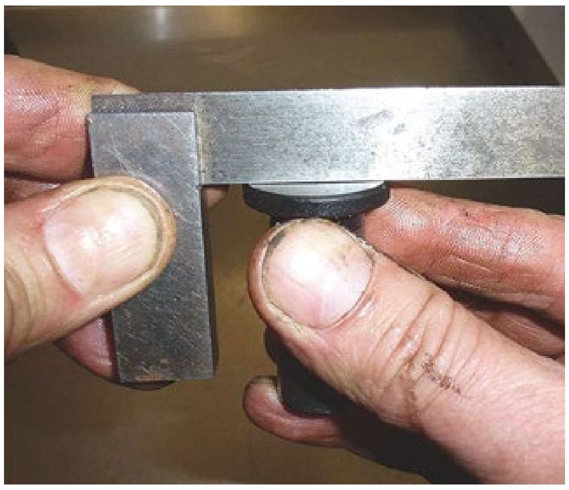
01 Last month we finished off by measuring the cylinders for wear. Now we need to measure the pistons with a micrometer at the points shown here. Taking the measurement from the corresponding cylinder, subtract the piston measurement and this will give you a clearance figure. This figure should not exceed 0.20mm (0.008in). If it does, the parts are excessively worn and should not be used



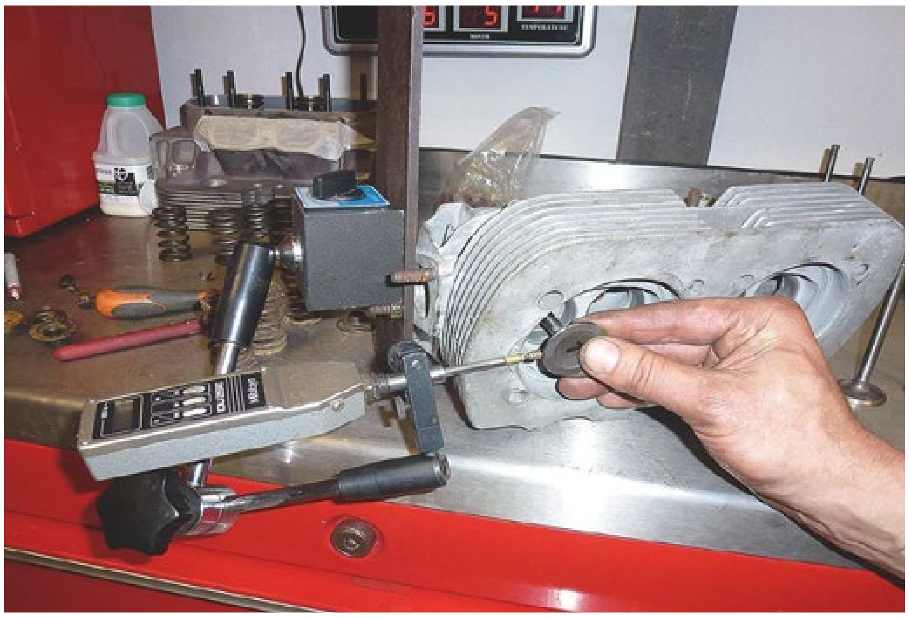
02 If your pistons and cylinders are within tolerance, proceed by checking each piston ring within a cylinder bore. What we are measuring here is ring gap. To prevent the ring tilting in the bore, invert a piston and use the face to centralise the ring. The piston ring gaps for new items are 0.30-0.45mm for the upper and lower compression rings and 0.25-0.40mm for the oil scraper ring. Used piston rings have a wear limit gap of 0.90mm for all three rings. Mine measured 0.80mm, but I am choosing to renew them due to having the bores honed



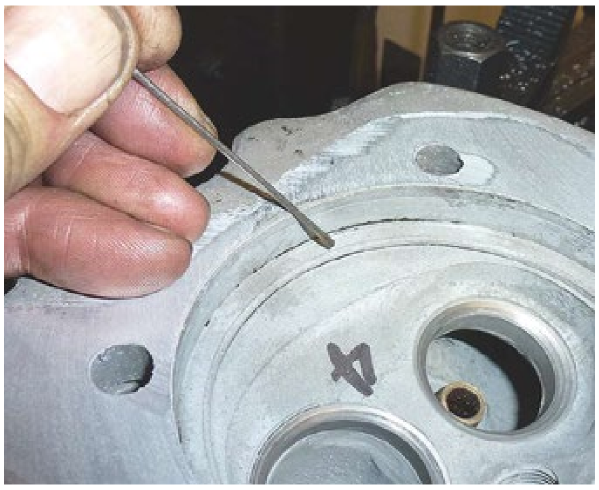
03 The camshaft needs checking for wear, too. The toe (the nose of the lobe) of the camshaft should not be scored or unevenly worn. A quick check with a Vernier gauge revealed that one lobe of my camshaft had worn almost 1mm. Technically, it could be re-ground by a machine shop, but as this is about the same cost as a new camshaft, it is probably better to replace in this instance



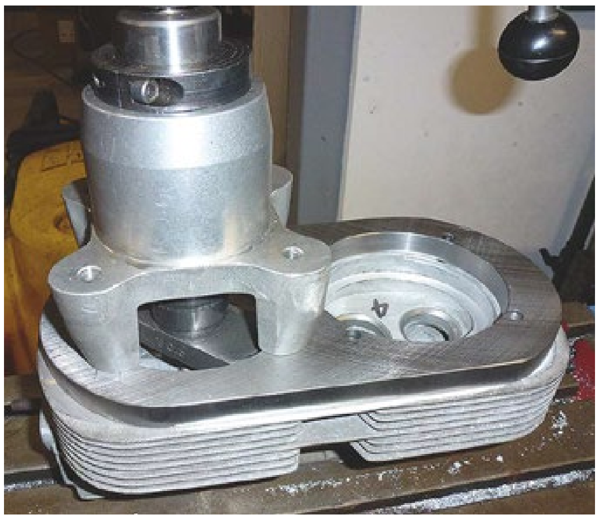
04 The lifters should be checked next. There should be no discernable wear and they should have a convex (domed) face. A quick check with a set square revealed all of my lifters had worn to a concave shape. Again, they could be re-ground, but this is as costly, if not more so, than buying new



05 So you can better see what's going on, the cylinder heads have been thoroughly cleaned and stripped of their valves already. To check valve guide condition, insert a clean valve into a respective guide and check the sideways 'rock' with a dial gauge, as depicted here. The head of the valve should not rock sideways more than 0.27mm. If it does, the valve guide is excessively worn

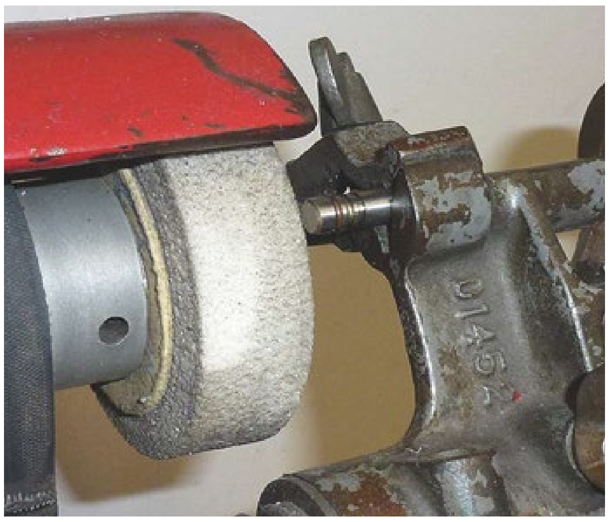


06 The cylinder head seating surface needs to be checked thoroughly. Any defects here will result in a loss of compression. What I am pointing to here is a ridge that needs machining flat to restore the cylinder seating surface



07 When machining a cylinder seating surface, it is vital that all four surfaces are machined by the same amount, even if they are in good condition, otherwise sealing issues may occur and you will have irregular compression ratios across the cylinders

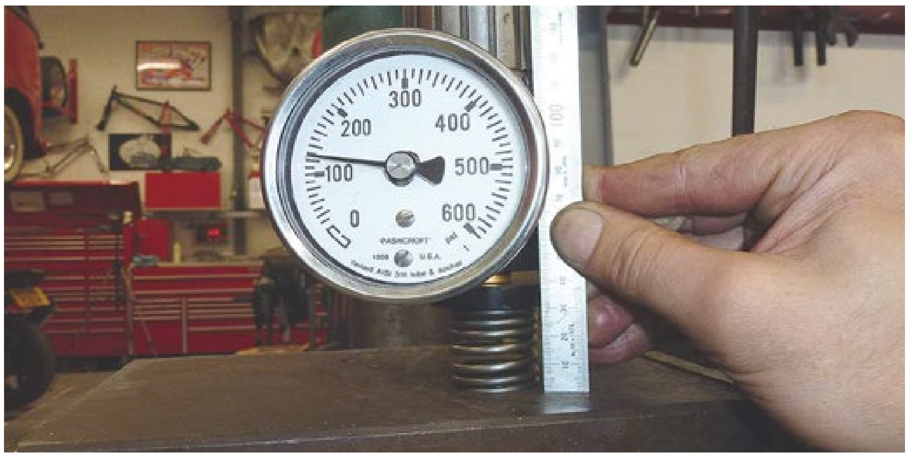
08 The seating surfaces of the valves should be re-faced as a matter of course on old cylinder heads. This is not a DIY job, but a simple task for a machine shop that shouldn't cost much



09 Likewise, the valve stem tips should be re-surfaced as a matter of course. Note this same machine does both jobs

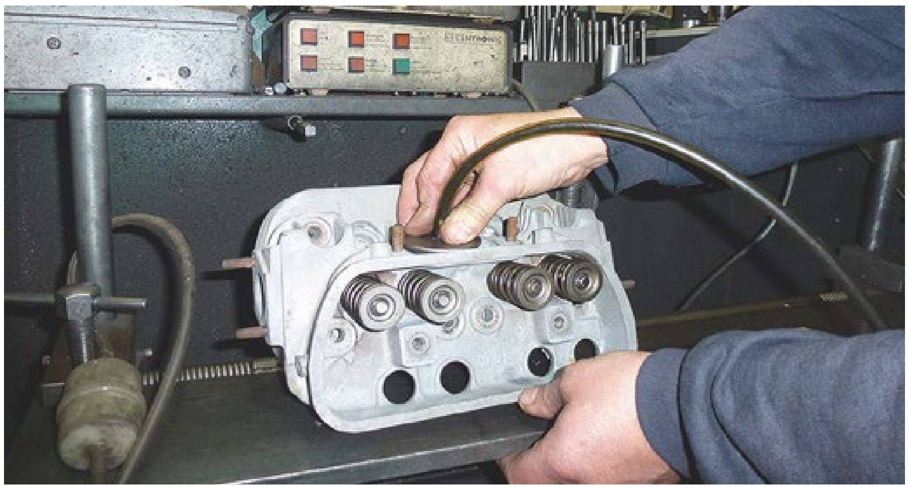
10 The valve stems should also be checked for straightness and then polished. I spin them in a lathe (a drill would suffice) and polish them with 1500-grade wet or dry and then a fine Scotchbrite pad. After all this, they're as good as new

11 Check the valve seats in the cylinder heads for pits or ridges. Have them cut (re-seated) if necessary. Both inlet and exhaust valve seats have a 45 degree seat angle. Lap all of the valves into their corresponding valve seats, being sure to mark them for future orientation as a valve that has been seated with a particular seat may not seat fully on another valve seat



12 Check the pre-loaded spring pressure of each valve spring. This is done by compressing the spring to a height of 31mm and measuring the poundage on a valve spring pressure tester. VW specifies the load should be 53.2-61.2kg (117-135lb). If any spring falls outside of these values, replace it

13 Once everything has been checked, measured and re-surfaced, it's time to build the cylinder heads back up. Be sure to oil the valve guides and valve stems thoroughly before installing the valves



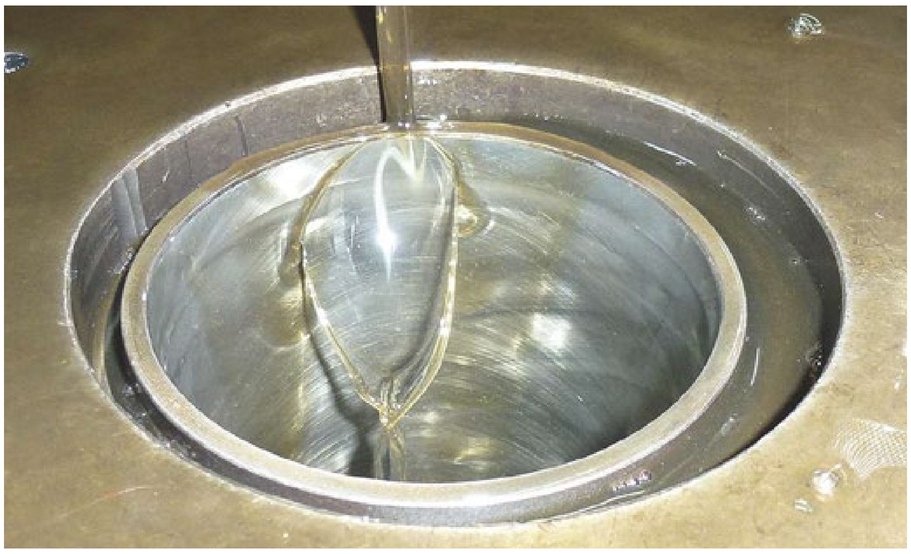
14 Once the cylinder heads have been assembled, you can double check your valves are seating correctly by using a vacuum tester. I have a simple homemade device made from a brake bleeding tool, but shown here is the professional set up at Cornwall Engine Co. A vacuum test will determine if there are any leaks in a jiffy

15 After measuring my crankshaft and concluding that its measurements were within tolerance and the surface did not need grinding, I handed it over to Andy at Cornwall Engine Co. Here he is setting up the crank on the grinding and polishing machine. This machine also checks the crank for alignment.

16 After dialling in the crankshaft and checking for straightness, Andy then uses a polishing machine to give all of the main and big end journals a tidy up

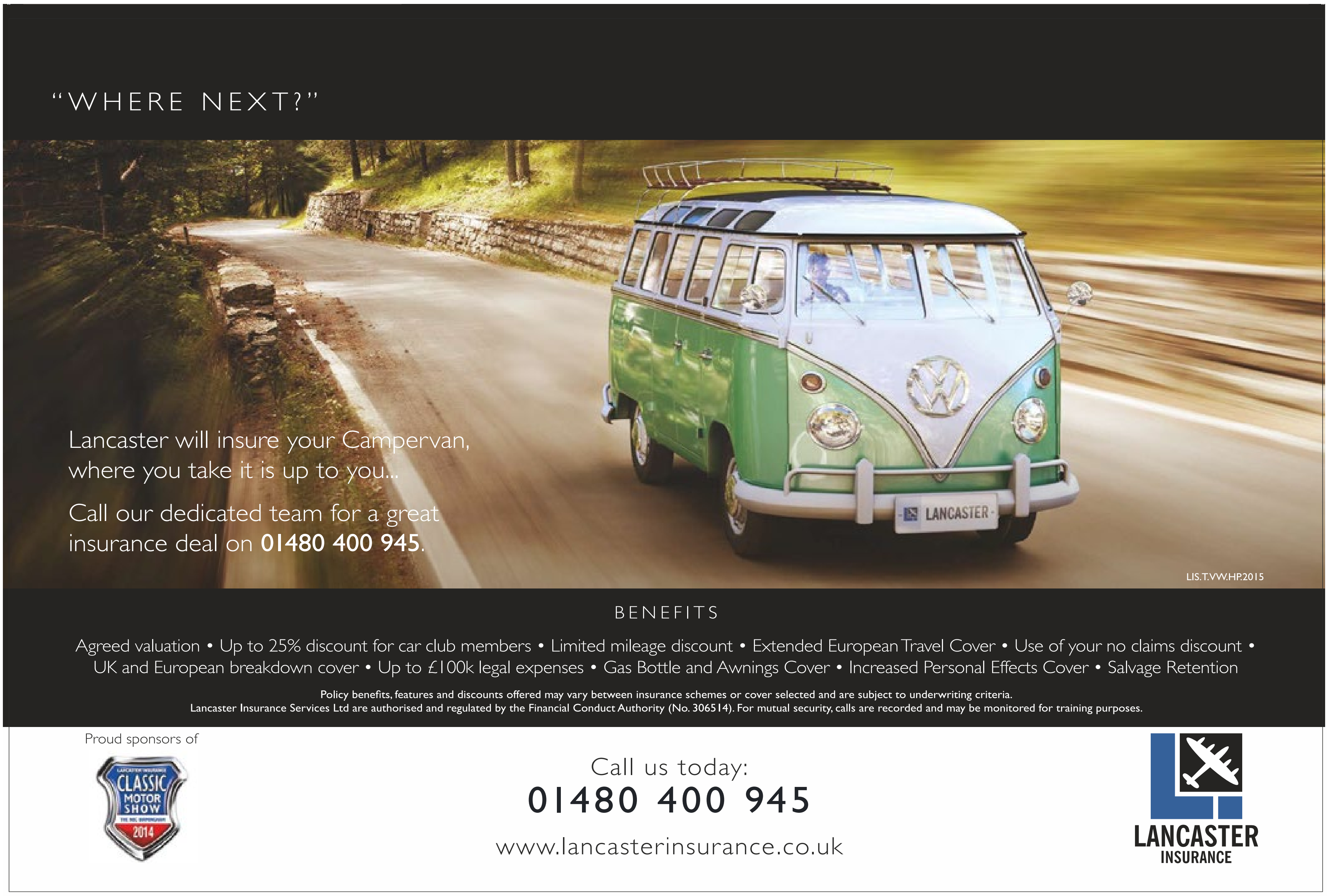
17 All of my cylinders were within tolerance so all they needed was a professional hone job. Do not confuse this process with a cylinder hone tool that fits in your cordless drill, this machine is the daddy! Firstly, the cylinder is bolted down in a jig…

18 …then honed with a series of different grade stones, starting with a set of 220-grade for the first stage hone, then a set of 440-grade stones for the second stage. Finally, he uses a diamond impregnated cork 'plateau' set to finish the bore. This removes any microscopic 'peaks' on the cylinder surface. The cylinder then goes through multiple stages of cleaning to ensure all the grit and iron particles are removed from the surface



19 The surface finish of the bore, post-honing, is much better than any hone job you will ever find out of a box. Andy gave me a demonstration of how oil flows on a cylinder bore after the 440-grade stage – it flowed pretty much in a straight line across the hatching (not particularly good for oil control on the piston rings). He then demonstrated how oil flows over the cross-hatched surface, which has been dressed with the diamond 'plateau' set and, as you can see in the picture above, the oil 'fanned out' across the hatching, dissipating widely across the cylinder bore. Though you will never see this in a built engine, it gives much better oil control and will result in a far superior piston ring seal. In short, I thoroughly recommended this process!

Next month we wil check the rocker shafts and pushrods and then start re-assembling our long block…



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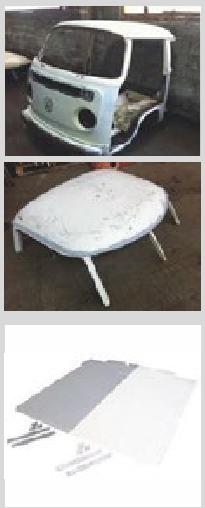

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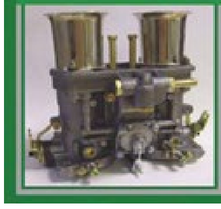

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deborah.mcderment@yahoo.co.uk

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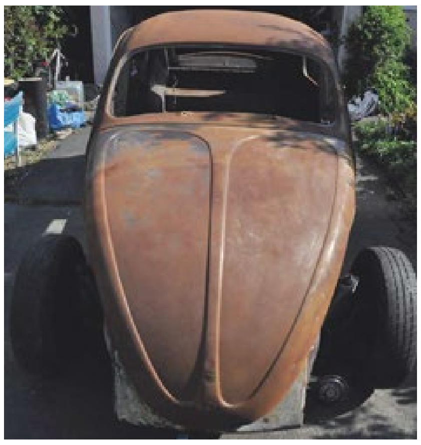

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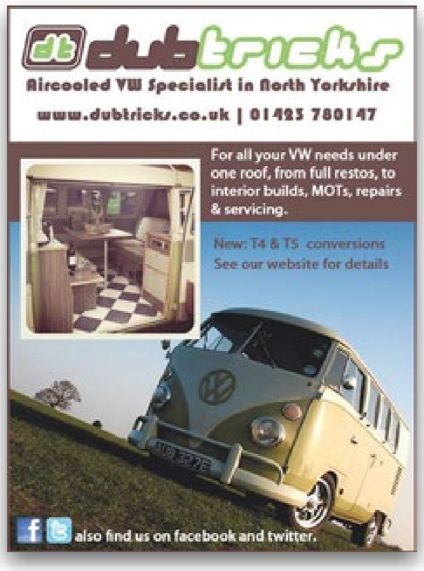
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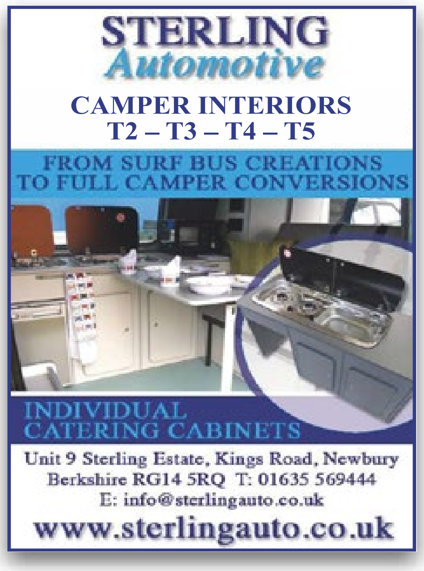
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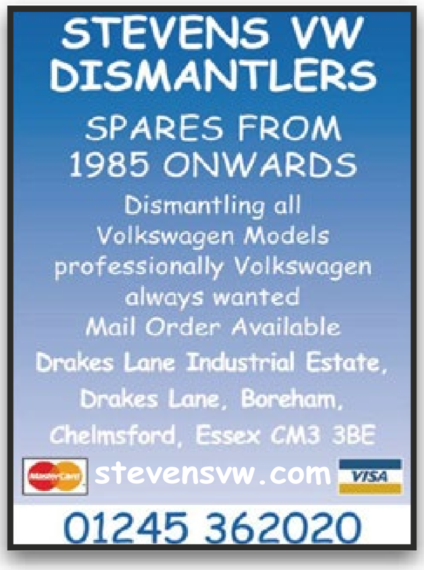
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VW air-cooled engine

The Beetle's engine is a masterpiece of dependable and uncomplicated engineering. Which is one of the reasons it's done so much more than just power Volkswagens

Words
Richard Gunn

There's been one huge omission in this series up to now, that of probably the biggest Volkswagen icon of them all. It's the very heart of everything we love. We're talking about the air-cooled, flat-four engine, produced in its millions between 1936 and 2006. It's been behind – literally – all the Volkswagens that matter most dearly to us, and its simplicity and rugged nature have made it a mechanical legend far outside VW circles. Critics may sneer at its lack of refinement and power, and say it sounds like a bag of nails, but few other engines of its era had such inherent reliability and cruising ability. It just did its job, and got you there.

We're all pretty familiar with Volkswagen's air-cooled engine in our own vehicles, no doubt having got our hands dirty on one countless times. However, it's also ended up in a number of other places, some of which you might not expect…

It was Porsche design office engineer, Franz Xaver Reimspiess, who designed the engine during the 1930s. His cheap, basic yet robust motor had a capacity of 984cc and put out just over 24bhp. Over the years, it grew to 1584cc (or 1970cc if you include the Type 2 and Type 4 variants) and a lot more horses were unleashed. Yet it remained true to its original spirit of being sturdy and simple.

> "It just did its job, and got you there"

From 1950 to 1991, Volkswagen made the engine available for industrial and other commercial uses, too. Not that this was the first time it had found itself elsewhere. During the war, it was used to power a rear propeller on a motor glider, and Ferdinand Porsche also stuck it in his Type 175 *Radschlepper Ost*, or four-wheel-drive military tractor. But not for the main power, they had a 6.0-litre air-cooled engine for that. They needed Beetle engines, split in half, as starter motors, just to get them going.

But once Volkswagen started selling the engine separately, the floodgates really opened. It found its way into other manufacturers' cars and also bikes, trikes and dragsters. One British daredevil, Alan Jones, enlarged one to 2.2 litres, then supercharged it, installed it in a motorbike and, running methanol through it, managed to travel at 178mph by the end of Santa Pod's quarter mile. That takes guts!

^ Fingers crossed it doesn't drop a valve in no.3 in flight, eh?

Somewhat more pedestrian were Swedish-built 'Snow Trac' caterpillar vehicles, trolley buses – with VW engines so they could operate without electrical power from overhead wires – snow ploughs and even combine harvesters. The Thredbo ski resort in Australia used Beetle engines to power its ski-lifts, and elsewhere 'down under' also found a use for them in remote opal mines, serving as air compressors to run jack hammers and other equipment. Water-cooled engines just wouldn't have withstood the hot, arid conditions.

There were boats and hovercrafts as well, including a miniature paddle steamer built by a couple of eccentric Austrian engineers who cruised it down the River Danube from Vienna to the Black Sea, a distance of about 1,000 miles. With a maximum speed of 6mph, it took them a while. Another even madder scheme was that of Werner Muller-Mahn, who dreamt up the 'A3 – Aqua-Air-Auto'. This was a car that could go on water *or* fly. One Volkswagen engine powered the car on land, or the propeller in the air after the folding wings had been deployed. A second was used for driving the rotor when it transformed into a hovercraft. Yes, really. Tragically, the A3 never came to fruition. Rather a shame because it sounds like any German James Bond wannabe would have adored it.

Some airports had mobile aircraft steps powered by Volkswagen motors but, more commonly, the air-cooled engine found its way into thousands of amateur and professional aircraft, where its ability to run comfortably (and reliably!) at high revs was a boon. This trend started in the mid-1940s, when abandoned German army Kübelwagens were cannibalised and converted into homemade planes.

So next time you look at the engine in your VW, take a moment to reflect on what a truly versatile bit of kit it is, and how it's ended up doing so much more than 'just' pushing millions of VWs around. ■

NEXT MONTH • ON SALE 3 JULY

Funky ol' patina – A nice, not nasty survivor Bug
Notch to be sniffed at – A sweet Type 3
Top VW tech – More essential engine build info
Show report – The Mai Kafer treffen (real words!)

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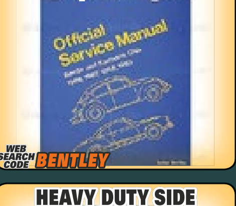

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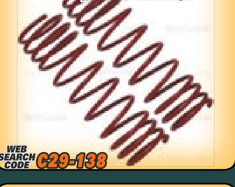
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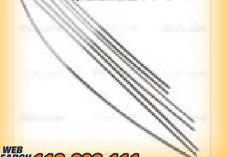
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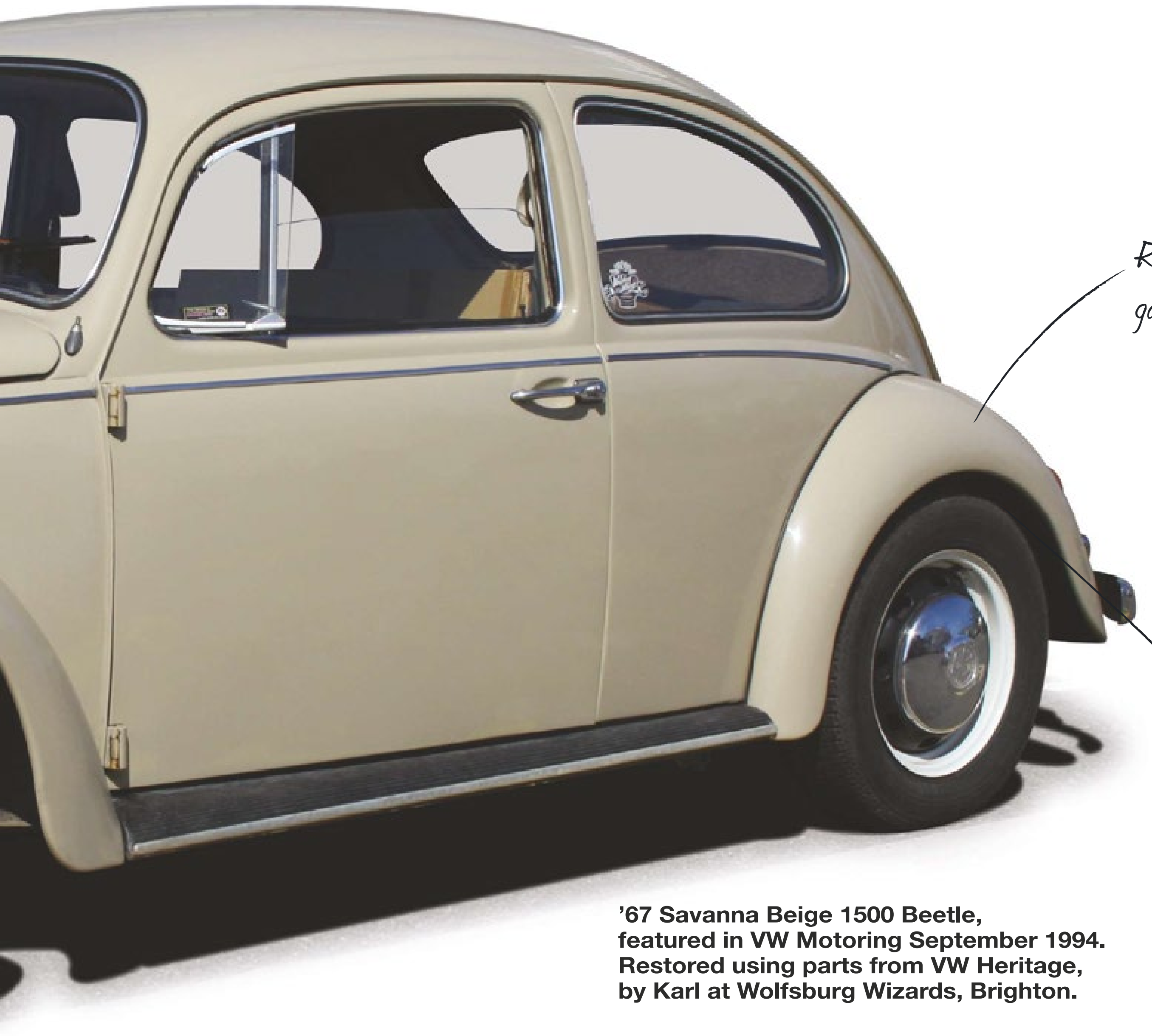

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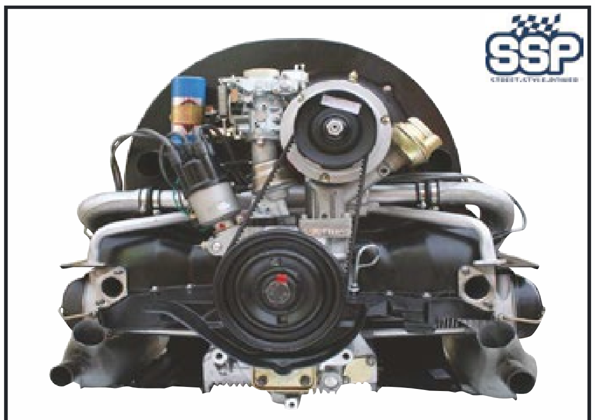

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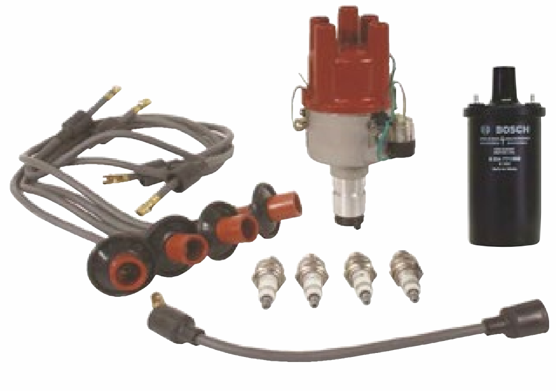

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